

Navy News

OCTOBER 1980 10p



CHINA CHUMS

Cordiality was the keynote when three Royal Navy ships visited Shanghai. Full story, with pictures, in Pages 12, 13 and 14.

CHOP, CHOP—MAKE

Sail fellow well met

TAKE TO THE BOATS!

Efforts are afoot to arrest the trend which puts smart boatwork in the Service at risk of being a dying skill.

For generations ships' boats, weaving patterns between ship and shore as major vessels made "anchored off" visits, were a familiar sight. But with today's smaller ships able to go alongside there are fewer visits of that kind. Moreover, there have been fewer opportunities to pause for boat drill while ships are at sea.

But encouragement is now being given to ships to make fuller use of their boats, and to give boatwork a higher place on the priority list of seamanship tasks.

The need for more practice often becomes inevitable for Seaman Branch men whose Warfare duties make big demands on time as they start to climb. Suddenly they can find they have to be able to take charge of a boat as coxswain.

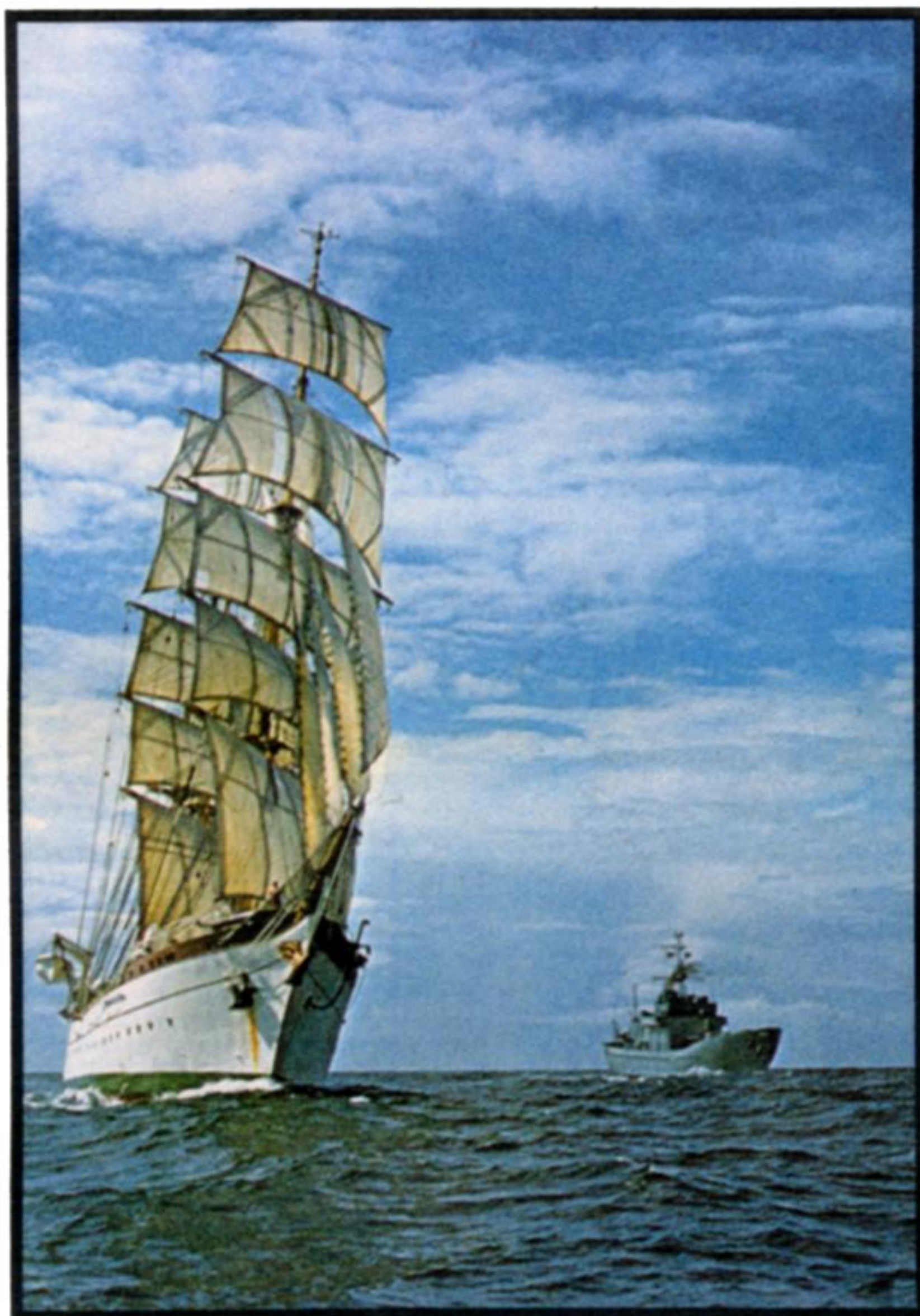
VARIETY

Already helping in the task is the Seamanship Section in H.M.S. Vernon, whose role includes boat instruction, particularly on power boats, for men going through for confirmed leading rate and PO. There is also seamanship instruction for young men joining the Navy in H.M.S. Raleigh.

Boats are still needed for a variety of jobs and one good reason for their full use is cost, which can range from a few thousand pounds for small inflatables to well over £100,000 for the larger work boats and launches.

Said the Naval Ratings' Handbook of 1965: "Every man in the Royal Navy should be prepared to play his part as a member of the boat's crew."

How many of the technological-age Navy remember orders like "Hoist away handsomely," "Eyes in the boat" and "Hold water"?



This study in maritime grace was the result of a chance encounter between the fishery patrol vessel H.M.S. Shetland and the German Navy sail training ship Gorch Fock. The spirit of the past — contrasting with the Shetland's functional lines in the background — was captured by Mid. William Law in the Shetland's Searider.

DO AND MEND!

"Make do and mend" may well mean what it says as the defence pounds — and pennies — are counted in the second half of a "tight" financial year.

Big areas for possible cuts have come under the microscope in the bid for economy in stores and transport and as orders and new-build projects have been deferred.

Effects of the "bite" may be progressive rather than shocking — perhaps painless for many — but certainly there will be no cash going begging in the foreseeable future.

Economies will also be made by changes in the Fleet programme. There is to be a cut-back in use of fuel by all three Services, resulting in some reduction in ships' sea-running time which may affect foreign visits (although longer periods in base port do have their compensations!). Two frigates, H.M. ships Apollo and Berwick, will not now take part in a Mediterranean exercise this month.

New contracts for ships, aircraft and equipment come under the moratorium on new defence contracts, announced to take effect initially for three months.

Where there are running contracts these may continue, it is understood. With some run-down of stock inevitable, however, depending on items and demand, there will be pressure to repair where possible rather than use replacements. But there are to be no risks taken where safety is concerned.

Into the "firing line" have come travel costs and meetings. Travel regarded as non-essential is to cease, and overnight subsistence to be avoided wherever possible. Some meetings have been cancelled and representation at others reduced. The general guideline here is sensible economies all round.

In this, a careful look has been taken at sport and the travel involved. The hope is that all the regular major fixtures will continue and that commitments will be honoured, but no additional commitments can be made. In the drawing up of fixtures, care is being taken to minimise travel. Local friendly-type matches may feel the pinch and a bit more self-help is needed.

(● Continued in back page)

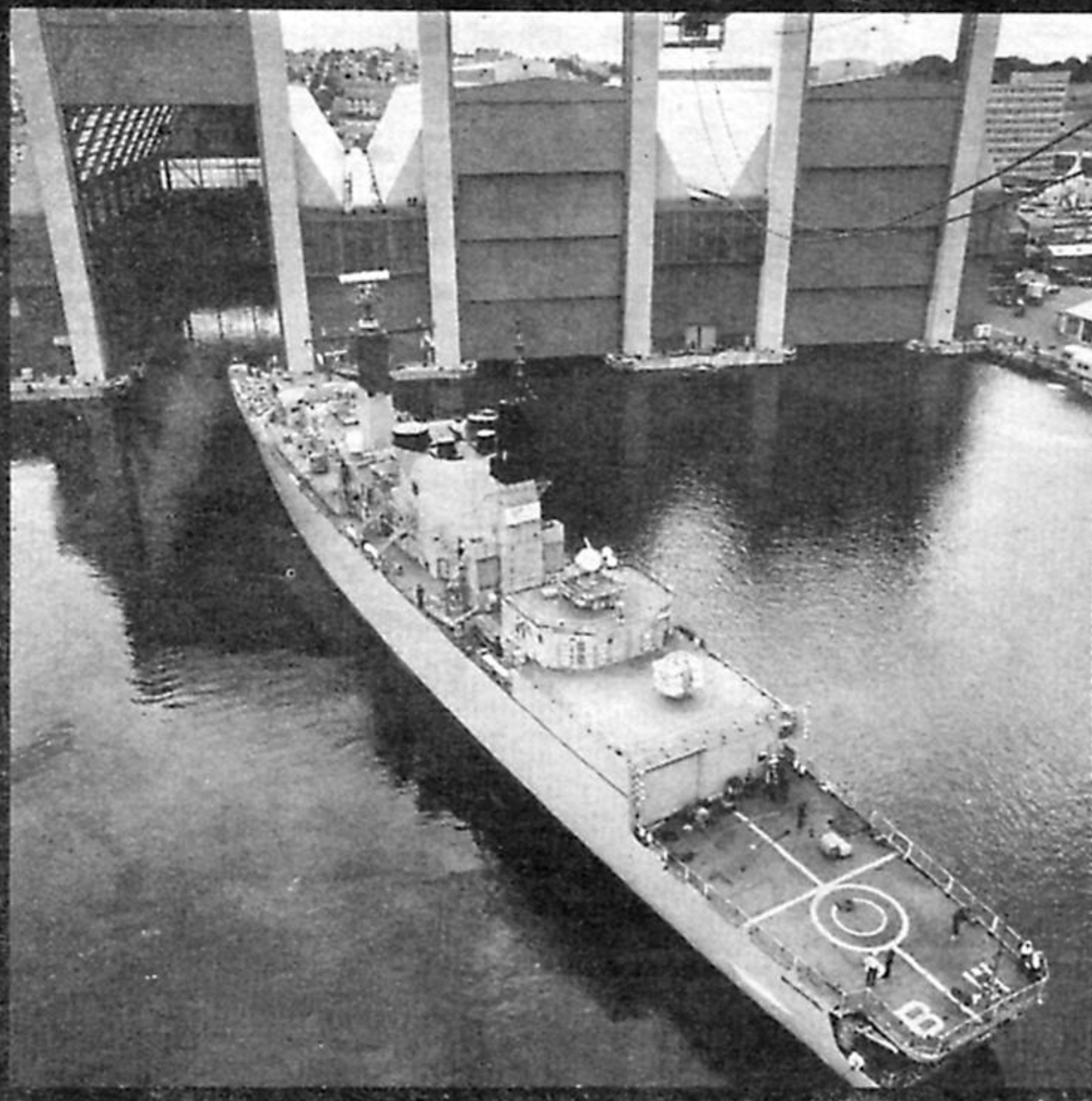


A BASIN FULL OF COLOUR

H.M.S. Coventry illuminated by night in Hong Kong Basin with the shape of H.M.S. Antrim behind her and the city lights glowing in the background. The scene was captured by LA(Phot) Jim Fitzpatrick during the ships' call at the Colony on their way to China.

Broadsword pops in for a service . . .

Devonport's frigate complex "garaged" its first Type 22 when H.M.S. Broadsword nosed in for an 11-day pre-deployment assisted maintenance period. The ship is shown snug in her berth at the complex and (right) easing out on August 22.



Picture: PO(Phot) Mick Cunningham.

Help yourself tap the Tot Fund fount

With money tight even for the most estimable projects, establishments and ships are increasingly looking for alternative sources of financial aid.

One "fount" with a vast range of good works to its credit over the past decade is the Sailors' Fund. But in these inflationary times the need is for realistic bids.

An established system of channelling bids through the fund allows them to be carefully considered. Weighing up their merits is not always easy, and members of the fund's Grants Committee sometimes have to be hard-hearted — as happened at their last meeting when a record number of bids was chasing the cash available.

To help those contemplating applying for aid, there has now been agreed a set of simple guidelines, based on experience and approved by the fund's Trustees.

These lay down several aspects of general policy and spell out how applicants can help themselves.

● There is a need to preserve the true value of the income to the fund. It is therefore necessary to re-invest.

● There should not normally be consideration of any item which should properly be public funded, even though there is no immediate prospect of funds (e.g. Minor Works) available.

● Applications accompanied by a generous offer of self-help can be expected to receive more sympathetic consideration.

● Replacement of minor capital items such as discos, washing machines and capital items of sports equipment will, as a general rule, be expected to be met by the

club, mess or association concerned.

● The Grants Committee expects all capital items and pieces of equipment provided by the fund to be covered by adequate insurance.

● (preferably index-linked); without this, there will be no question of replacement at a future date.

● colour televisions and electrical sound and vision recording

equipment will normally not be considered.

● The Grants Committee will not be influenced by commitments which have been entered into in anticipation of a grant from the Sailors' Fund, but will consider them on their merits.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

MEM(L) S. P. Davies, Rosyth FMG, drafted HMS Hermes January 27, 1981, will swap for any Rosyth base or sweeper.

WEM11 Powell, Sonar (170-177). Taking HMS Tartar into reserve in Chatham early December and staying as RSU. Will swap with anyone in Portsmouth area.

LRO(T) S. Cotterill, 14 Mess HMS Glamorgan, will swap for any Rosyth ship or shore base.

MEM(M)1 AMC G. Kirkham, 3K Mess HMS Dido, drafted Portsmouth FMB (Static) November, will swap for any Devonport shore draft or ship in refit.

RO1(G) J. R. Harvey, CMCM/CFP Staff, Lochinvar Block, Rosyth. Drafted FO Gibraltar, will swap for UK shore base or ship due refit.

LCK S. G. Cartwright, 49, Tipner Road, Stanshaw, Portsmouth, HMS Norfolk STANAVFORLANT until December 1980, UK waters until March 1981, will swap for HMS Invincible or HMS Bulwark.

WEM(O)1 M.D. Harding, 3Q Mess, HMS Cardiff, due to deploy January 1981. Will swap for any Portland, Portsmouth, or Plymouth shore base or ship not deploying.

RO1(G) Forbes, HMS Brighton, drafted CMCM/CFP (Rosyth shore base) early November. Will swap for any shore base except Portsmouth.

AB(S) J. Boschi, drafted HMS Plymouth, Chatham RSCS (Rosyth 1981). Will swap for any Rosyth-based ship or shore establishment.

MEM(M)1 A. Phillips, 17 Mess, HMS Rookes, Gibraltar until August 27, 1981, will swap for Chatham RSU or FMG.

MEM(M)1 P. Jones, 3K Mess, HMS Dido, drafted to HMS Fife, due long refit Portsmouth. Will swap for any Devonport shore establishment or ship in refit.

LSTD R. Daniels, c/o Wardroom, HMS Collingwood, drafted HMS Hermes for two

years from January 6, 1981, will swap for ship or shore base in Scotland.

RO1(T) H. M. Watson, HMS Warrior, drafted HMS Yarmouth January 1981, refitting Rosyth. Will swap for any ship due deployment, or Plymouth frigate. Contact CYO Northwood, ext. 438.

CRS B. Leyland, drafted Faslane December (PV draft for CRS/CCY) 12 months. Anything considered. HMS Drake 5954.

WEM(R) Mills, 117 Mess, H.M.S. Cochrane, drafted H.M.S. Lowestoft, Portsmouth, Jan. Will swap for any Rosyth ship or one changing to Rosyth. Must be T.P. trained.

LCK Vellender, 3F Mess, H.M. Exeter, Portsmouth. Will swap for any Plymouth ship.

LSTD T. G. Wallace, Captain of Port Staff, No. 1, The Terrace, Monce Yard, H.M. Dockyard, Devonport, drafted H.M.S. Bulwark, Jan. Will swap for any Plymouth guard ship.

AB(R) G. Simpkin, 3M(R) Mess, H.M.S. Scylla, drafted H.M.S. Bulwark, Jan. Will swap for any Chatham ship or H.M.S. Plymouth.

RO2 (G) Henry, 3M(R) Mess, H.M.S. Scylla, drafted H.M.S. Plymouth, due to be based Rosyth. Will swap for any Chatham or Portsmouth ship.

AB Lyons, H.M.S. Eastbourne, Rosyth, drafted H.M.S. Naiad, Feb. Will swap for any Rosyth ship.

STD Hamilton, 2DZ Mess, H.M.S. Active, drafted H.M.S. Collingwood, Nov. Will swap for any Devonport shore base or ship not deploying.

SA J. B. Baker, JR Mess, H.M.S. Fawn, drafted R.N. air station Yeovilton, Dec. Will swap for any Plymouth shore base or ship in refit.

AB(R) Hopewell, drafted H.M.S. Coventry, Dec. Will swap for any ship or shore base

Chatham. Replies: 5 Spinnelwood Close, Dargots Wood, Chatham.

RO1 (T) Hubbocks, 3Q(S) Mess, H.M.S. Birmingham, overseas runs until April. Will swap for any Portsmouth or Plymouth ship in refit or shore base.

WREN SA Smith, H.M.S. Vernon. Will swap for any Rosyth draft. Contact: WRNS Qtrs., H.M.S. Nelson, Portsmouth.

RO1(G) S. A. Kelly, drafted H.M.S. Coventry, Portsmouth, Jan. Will swap for any Plymouth ship. Contact Portland Commcen Ext. 2345.

AB(M) K. J. Smith, Mountbatten Block Office, H.M.S. Pembroke (Ext. 3548), drafted H.M.S. Hermes, Feb. Will swap for any Chatham ship in refit or not deploying.

LSTD R. Daniels, c/o H.M.S. Collingwood Wardroom, drafted H.M.S. Hermes, Jan. Will swap for any ship or shore base in Scotland.

MEM1(M) Webb (AMC) 3P Mess, H.M.S. Brighton, drafted H.M.S. Fife, Oct., refitting Portsmouth. Will swap for Rosyth ship or shore base.

LSTD R. Green, 9 Pellen Place, Stoke, Plymouth, telephone: 556518, drafted 826 Squadron, R.N. air station Culdrose H.M.S. Bulwark, Feb. Will swap for any Devonport ship.

MEM(L)1 A. J. Hopkins, Saumarez Block, H.M.S. Nelson, drafted H.M.S. Antrim, Jan. Will swap for any Portsmouth shore base.

STD C. Kennedy, IGI Mess, H.M.S. Glamorgan, due to deploy 1981. Will swap for any Scottish-based seagoing ship.

AB(M) Greenwood, H.M.S. Cambridge, drafted H.M.S. Penelope, Jan. Chatham-based 1981. Will swap for any Plymouth ship.

AJ(M) Jones, H.M.S. Cambridge, drafted H.M.S. Herald, Jan. Portsmouth. Will swap for any Plymouth ship.

SM Anderson, 5F1 Mess, H.M.S. Bul-

wark, due foreign deployment 1981. Will swap for any Rosyth, Chatham or Devonport frigate, anything considered.

WEMNS (WD) M. McBride, drafted Portland F.M.G., Nov. Will swap for Portsmouth F.M.C. Replies: Telephone Horndean 596143.

WEM(R)1 B. P. Benfield, 2 Mess, H.M.S. Wilton, Portsmouth. Will swap for any Rosyth MCMV or Fishery Protection vessel or any shore base.

MEM(L)1 S. Holliday, Devonport F.M.B. Will swap for any Rosyth draft. Replies: Hawkin 35 Mess, H.M.S. Drake.

LSTD J. K. Smith, H.M.S. Fawn, survey home waters. Will swap for any frigate, in refit or not deploying before Christmas, Devonport only.

AB(M) Peake, H.M.S. Sheffield, refitting, deploying July 1981. Will swap for any ship or shore base in Plymouth.

LRO(T) M. Lowry, A Watch, Commcen, H.M.S. Warrior, drafted H.M.S. Yarmouth, Rosyth, Jan. refitting until March then trials and work up. Will swap for any Portsmouth or Plymouth DLG or frigate not in refit.

LCK S. N. Dempster, 3F Mess, H.M.S. Torquay. Will swap for any Plymouth ship.

LMEM R. S. Tipping, 3HA2 Mess, H.M.S. Intrepid, deploying 1981. Will swap for any Plymouth ship.

STD K. Hampson, 26, Dampier Close, Rowner, Gosport, Hants, drafted 820 Squadron, H.M.S. Culdrose. Will swap for any ship or shore base Portsmouth.

RO1(T) S. J. Allen, c/o 61, High Street, Sandhurst, Camberley, Surrey, drafted H.M.S. Ledbury, based H.M.S. Cochrane, Feb. Will swap for any Plymouth ship, preferably Type 21.

AB(R) G. Seaman, Commcen, Whitehall, drafted H.M.S. Penelope, Jan. Will swap for any Portsmouth or Chatham ship.

STD Wilkinson, 2 Mess, H.M.S. Wilton, Portsmouth. Will swap for any Portsmouth ship in refit, or any Portsmouth shore base.

LS(M) C. L. Gauntlett, 3G Mess, H.M.S. Battleaxe, Plymouth-based. Will swap for any Chatham ship or shore base.

LWTR D. O. Heath, CINCPACVHOME, H.M. Naval Base, Portsmouth (extension 24465). Drafted H.M.S. Drake, December. Will swap for any Portsmouth shore establishment.

LS(M) (OR2) R.W. Donkin, 11 Mess, H.M.S. Rame Head, Whale Island. Drafted H.M.S. Plymouth, Chatham refit then Rosyth. Will swap for any ship not based at Rosyth.

AB Stephenson, H.M.S. Dryad, extn 407 (Buffer's Store) drafted H.M.S. Shetland, Rosyth, February. Will swap for any Portsmouth or Devonport seagoing ship.

LRO(G) Lewis, drafted CTF 345, H.M.S. Warrior (extn 435). Will swap for any Portsmouth shore base or ship refitting. Must hold current PV.

RO1(T) N. King, Comms Mess, H.M.S. Battleaxe, will swap for any ship deploying 1981, preferably Far East.

AB(R) F. Ingledeu, Keppel Block, H.M.S. Nelson, drafted H.M.S. Hermes (refit). Will swap for any Plymouth Leander (CAIS).

AB(R) Monger, 3E Mess, H.M.S. Ambuscade, Will swap for Portsmouth refit ship or shore base.

Stamp tribute

A special stamp in honour of Admiral of the Fleet Earl Mountbatten of Burma has been issued by India's posts and telegraphs department.



FEARLESS JULIE...

Julie's a Fearless lass. That's the verdict of the sailors who swept her off her feet when she visited H.M.S. Fearless shortly before the assault ship began a year-long refit at South Shields.

But there was no danger of 16-year-old Julie Snowling getting out of her depth: as well as being the local Miss Sportsweek, she is a keen lifeguard.

She is pictured here with five supporters — from left, AB(M) A. J. Anderson, WEM(R)1 G. Boardman, LS(M) H. Cameron, ALMEM(M) R. J. Smith and AB(M) J. S. Brown.

Beauty to the Corps

The Royal Marines have a reputation for brawn — but this picture proves that they have a keen eye for beauty, too. For the lovely lady on the river-bank is Miss Globe and Laurel.

On the strength of this exposure, few can argue with the Marines' choice of Caren Metcalf as their very own beauty queen.

In fact, many other qualified judges of the female form agree that 19-year-old Caren is tops. She is the holder of three titles, including Butlins Great Britain Holiday Princess and Miss Pontins, and has won a car and more than £1,000 in prize money.

Deafness

Sadly, she will never hear the applause of her appreciative audiences, for she has been deaf since contracting meningitis at the age of five. But she is determined that her handicap will not stand in the way of her up-and-coming career: Britain, perhaps the world, may soon be seeing more of Caren, as her Pontins title makes her eligible for the Miss Great Britain Contest.

Meanwhile, the Marines will be among her priority people. She has already visited H.M.S. Victory and the assault ship H.M.S. Intrepid at Portsmouth, and has met more of the Corps serving in other parts of the country.

And her attachment to the men of the green berets is more than just skin deep — her father was in the Marines during his National Service in the early Fifties.



PO(Phot) Jeshua Schwartz

Clint rides high on another winner

Box-office giant Clint Eastwood rides a well-worn trail of success with "Bronco Billy," released to the Fleet this month by the Royal Naval Film Corporation.

Clint — in his fifties now and still high in the beefcake stakes — directs himself in the role of Billy, a remnant of the Old West who barnstorms his way through a series of misadventures.

Chaos

Billy operates, owns and stars in a small Wild West show touring the western U.S.A. Everything jogs along with nothing more than normal chaos until he signs up Sondra Locke as an heiress temporarily down on her luck. From then on he is caught up in a bank robbery, various performance foul-ups, a catastrophic tentfire and a botched train robbery.

It's a happy film with the classic Eastwood touch; amid the mayhem he

even wraps his vocal chords around one of the five songs in the production. The full list of this month's releases is:

George and Mildred (A) — Yootha Joyce, Brian Murphy. For Yootha, who died in August, this is a posthumous appearance on the Navy's screens. In this feature-length film based on the TV series, she and her hen-pecked spouse venture forth from the mishaps of their suburban life into the wider chaos that awaits them on a wedding anniversary holiday in London. ITC. No. 753.

Apocalypse Now (X) — Marlon Brando, Robert Duvall, Martin Sheen. The widely acclaimed helicopter sequence in this tough Vietnam War

film represents the work of "Godfather" director Francis Coppola at its best. Brando as a modern warlord presides over awesome scenes of bloodletting which turn a knife in the wound that still afflicts America. Columbia-EMI-Warner. No. 754.

Al Pacino

And Justice For All (AA) — Al Pacino, Jack Warden. Pacino, another component of "The Godfather" team, plays a young lawyer in constant trouble as he strives to maintain his ideals that guilt should be punished and innocence protected. Columbia-EMI-Warner. No. 755.

Bronco Billy (A) — Columbia-

EMI-Warner. No. 756.

Murder by Decree (AA) — Christopher Plummer, James Mason, Donald Sutherland. Sherlock Holmes not only survived his own "death" at the hands of Moriarty — the continuation of his adventures survived the demise of his creator, too. Since Conan Doyle's passing, Holmes has turned up on stage and screen in exploits which must outnumber those penned by the author. "Murder by Decree" is such a tale, in which Holmes — profiled admirably by Christopher Plummer — challenges a murderer backed by influential and determined friends. Far from elementary, my dear Watson. Columbia-EMI-Warner. No. 757.

The Sea Wolves (A) — Gregory

Peck, Roger Moore, David Niven, Trevor Howard. A true and remarkable story of the Second World War, lifted into the groove of the typical war film by director Andrew McLaglen. The four old stagers — with a host of other stars — play member of the "Dad's Army" Calcutta Light Horse which went into action from India in 1943. Their object: to destroy three German ships playing a vital role in the bleeding of the Indian Ocean convoys. Rank. No. 758.

'Time warp'

The Final Countdown (A) — Kirk Douglas, Martin Sheen. Another drama of the sea, this one outrageously fictitious. A U.S. nuclear-powered aircraft carrier, caught in a "time warp," is catapulted back to the Pacific War. It's a bit of a shock to the poor Japanese, but then all's fair in love, war and the box office. United Artists. No. 759.

FILMS FOR THE FLEET

DRAFTY'S CORNER

Reserved for promotion

As the season for promotion boards to chief petty officer is again upon us, it is appropriate that Drafty's Corner should once more be devoted to promotion and advancement.

There is an added dimension to this year's and subsequent promotion boards, in that the boards will be asked to select a number of reserves for promotion to CPO. This decision has been taken because forecasting vacancies up to 16 months ahead is an inexact science, subject to unexpected changes. Thus, by the middle of the promotion year in certain branches, we have run out of people selected for promotion.

Given that there are sufficient suitable candidates, each board will be invited to select a small number of reserves, over and above the numbers required to fill known vacancies. The names of those selected as reserves will not be published when the promotions are first promulgated as they may not all be needed for promotion.

In May each year, the forecast vacancies occurring in each branch for the remainder of the year will be re-assessed; where there is a shortfall in "promotees", the names of those ratings selected as reserves, who are needed to meet the shortfall, will be published and they will be promoted as the extra vacancies arise.

The promotion dossiers of those ratings selected as reserves but not promoted because extra vacancies did not arise, will be noted with an R (for "Reserve", not "Run") so that subsequent boards will be aware of their selection. It will not follow automatically, however, that they will be selected for promotion by a subsequent board as a result of previous selection as a reserve.

And now to some questions and answers on promotion and advancement.

Promotion

Question: How many different branch boards are held for promotion?

Answer: There are six branch boards for promotion to CPO — WE, ME, S and S, FAA, Ops (Seaman Group), including PT and R, and Ops (Comms Group) including Regulating and Medical. The FCPO Boards have the same sub-divisions, but only one board is held for the whole of the Ops branch because of the smaller numbers involved. One week is allowed for each Board.

Question: Who sits on the promotion boards for FCPO and CPO?

Answer: Each FCPO board is presided over by a captain who is nominated by CINCFLEET, CINCPACFLT or FONA. The board members are one commander nominated by H.M.S. Centurion and one commander nominated by the Ministry of Defence. A Chief Officer WRNS, commander S/M and commander (MS) nominated by the Ministry of Defence, are also members of boards considering selections of WRNS, Submarine and Medical ratings respectively.

CPO boards consist of one commander nominated by H.M.S. Centurion and one commander nominated by MOD, the senior of whom



acts as board chairman. In addition, an officer at lieutenant-commander or lieutenant level is nominated as a board member by CINCFLEET, CINCPACFLT or FONA, and specialist officers are also co-opted as board members as in the case of the FCPO boards.

Apart from specialist sub-branches, the president / chairman and board members are of the specialisation under consideration.

Dossiers

Question: How are individual's records presented to the board?

Answer: A file (known as a promotion dossier) is maintained for all POs and CPOs and this forms the basis for consideration by promotion boards. The dossier is initiated when a rating is advanced to Acting PO (or in the case of technician branches, Acting Chief Artificer / Mechanician / Medical Technician 1st Class / Communications Technician 1st Class) and contains:

- a — A photocopy of form S264a up to the time the rating is advanced as above.
- b — History sheets (for CPOs and Chief Technicians on attaining three years seniority).
- c — Annual forms S264C. Annual merit points and recommendations are listed on the front of the dossier, together with the combined total of merit points awarded for the last three years. This total provides the numerical order in which ratings are listed for the boards.

Question: I was the only selection last year in a small branch to chief petty officer. The CPO whose release would have created the vacancy has now withdrawn his notice. Does this mean that I won't get promoted?

Answer: No. All those selected for promotion to chief petty officer (including those reserves whose names are published in late May) will be promoted by December 31 of the promotion year, regardless of vacancies. This prevents an overflow into the next promotion year.

Advancement

Question: I understand that ABs who formerly held 2nd Class Specialist Qualifications (SQ) are being rated A/LS without having to take a Provisional Examination — Why is this?

Answer: When the present Operations Branch was formed in 1974, LS holding 1st Class SQs and ABs holding 2nd Class SQs were exempt from taking a Provisional Examination for the next higher rate in their sub-branch skill. If they had also taken a PE in Seamanship they were then eligible to join the Advancement Roster. The abolition of Seamanship PEs early this year left these men, who hadn't taken Seamanship but who held the 1st or 2nd Class SQ, without any further qualification to gain. Therefore, on the date that Seamanship PEs were abolished (January 11, 1980) they became fully qualified to join the Advancement Roster.



A moment of drama in the Torbay Pedal Car Grand Prix as H.M.S. Figgard's car moves up to overtake, with MEA/A Mike Neeson at the wheel.

Picture: Wren(Phot) K. Grainger

The ups and downs of pedal power

Mixed fortunes awaited two teams from H.M.S. Figgard and H.M.S. Raleigh in the annual Torbay Pedal Car Grand Prix.

Disaster shadowed the Figgard team throughout the three-hour race after an early crash shocked the steering. But they were determined to keep the car going — even a broken track rod could not deter the pit staff under the guidance of CMEA(P) Ron Birt.

Twenty breakdowns later the

Figgard team finished 13th in a field of 18. However, the apprentices did not come away empty-handed. They won the Pewter Mug for Endeavour and clocked up £127 in the sponsorship event organised by Torbay Round Table. Beneficiary is the Handicapped Children's Pilgrimage Trust, Plymouth.

CHAMPAGNE

Better fortune accompanied the Raleigh car, voted the best turned-out by singing star Iris Williams, who presented a bottle of champagne to the training establishment's Roman Catholic padre, Father Jim Allan.

The car finished fourth, despite a buckled wheel. Pedallers were CME Andy MacDonald, POPT Tug Wilson, Lieut. Kevin Barton, POMEM Adams and POPT Sid Davies, with eight trainees completing the team.

As one of his last jobs as Director of Naval Sport, Capt. Mike Freeman visited H.M.S. Raleigh to open the new skittle alley and sports bar there. Capt. Freeman is now Chief of Staff at Allied Forces South H.Q. Naples, serving as commodore.



Bubbly laughter from singer Iris Williams as she presents a bottle of champagne, prize for the best turned-out team, to H.M.S. Raleigh padre Jim Allan.

Picture: Wren(Phot) K. Grainger

The training establishment was also visited by the Bishop of Southwark, the Rt. Rev. A. M. Stockwood. He toured

Raleigh, celebrated Holy Communion, and addressed officer cadets training under the Rowallan Scheme.

WHY'S EVERYBODY WEARING..

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SHIPS OF THE ROYAL NAVY

No. 299



FACTS AND FIGURES

Displacement: 725 tons.
Length: 197ft. Beam: 32.3ft.
Draught: 7.3ft. Guns: one 40mm. Main engines: two Ruston-Paxman 9-59K Deltic diesels producing 3,540 b.h.p. (hydraulic drive for slow running up to 8 knots).
Speed: 17 knots. Range: 1,500 miles at 12 knots.
Complement: 45.



BRECON GOES A-HUNTING

To say that H.M.S. Brecon has a magnetic character would not be a compliment. She, more than any other ship in the Fleet so far, has been built to make that description highly inappropriate.

When completed last year she was the largest vessel in the world to be constructed of glass-reinforced plastic (GRP), and as un-magnetic as any ship could be. The object: to hunt and destroy one of the most feared maritime weapons — the mine.

The Brecon is the first of the Hunt-class of mine counter-measures vessels and the first ship to carry out the dual functions of minesweeping — using

towed wire and sweeps — and minichunting with high-definition sonar.

Due to be fully operational from her Rosyth base in February, she has already been showing off her talents in the Mediterranean.

New skills

Under her commanding officer, Cdr. Jack Birkett, she visited Ajaccio, Corsica this summer followed by calls at Palma, Majorca, Faro in Portugal, and Gibraltar.

A large slice of the £24 million cost of the Brecon went into

research and development of the GRP hull. Non-magnetic and strong enough to withstand explosive shocks likely to be encountered in mine counter-measures work, the revolutionary concept has demanded the development of new skills and techniques in shipbuilding and ship husbandry.

Great care has been taken to wipe out the magnetic effect of all machinery and stores within the ship — and the "noise signature" has been reduced to a minimum by tuning and matching all the main machinery.

Bow thruster

The problems of manoeuvring at slow speeds are overcome by the use of a hydraulic bow thruster instead of the activated rudder system found in conventional sweepers and hunters.

A computer analyses information provided by modern echo sounders and sonar to give up-to-date information for accurate and thorough coverage of any area to be cleared of mines.

Hydraulic winches enable the sweep to be handled efficiently and quickly, while high definition sonar is capable of detecting magnetic mines on the sea bed at greater depths and over longer ranges than ever before.

H.M.S. Brecon's underwater

weapon delivery vehicles are virtually mini-submarines controlled from the ship and are capable of laying explosives to detonate mines or of surveying the sea bed using TV cameras.

The Brecon was launched by the Duchess of Kent at the Southampton yard of Vosper Thornycroft in June, 1978, and

commissioned in her presence at Portsmouth last March.

Second of the class, H.M.S. Ledbury, will commission soon — and others are being built. Including the first two ships, nine Hunt-class vessels have been ordered in all. Eventually the class might number a total of about 24 ships.

A name borne with honour

H.M.S. Brecon is the second Royal Navy ship to bear the name of the Welsh town, the first being a Hunt-class destroyer which served with distinction in the latter half of the Second World War.

As with the new ship, she was built at the Woolston, Southampton yard of John T. Thornycroft, entering service with the Home Fleet in December, 1942.

Salerno

She moved to the Mediterranean in the following June, giving gunfire support to the landings in Sicily, Salerno and Southern France. During the last year of the war she was employed on escort duty in the English Channel before being deployed to the East Indies Fleet.

She was placed in reserve at the end of 1945 and scrapped in 1962.

H.M.S. Brecon won seven Battle Honours: Sicily, Salerno and English Channel (all 1943); Mediterranean, Southern France and Aegean (all 1944); and Atlantic (1945).

FRIEND-SHIP

If there's one thing for which H.M.S. Brecon doesn't have to hunt it's a friend. Strong links have already been forged between the ship and the town of Brecon — on whose coat of arms her crest is based.

Another reminder of her "roots" is the mounted head and brush of a fox, presented to the ship by the secretary of the Brecon Farmers Hunt, local vet Mr. J. A. Parry.

But the Brecon's landward links stretch beyond the South

Wales community: a fund has been set up on board to provide gifts for the patients of a ward at Harlow Wood Orthopaedic Hospital, Mansfield, which has already been visited several times by members of the ship's company.

Liaisons have also been set up with two of the main companies involved in the production of the glass-reinforced plastic for the hull — Fibreglass Ltd. (a subsidiary of Pilkington Glass) and the BP Chemicals Division.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each (minimum order 60p) inc. postage and packing (£1.20 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication of 12 issues can be arranged on receipt of postal order or cheque for £2.30. Albums to hold 64 Navy News postcards are £3.20 each (including postage).

Only postcards of ships listed here are available.

Abdiel (1968), Abdiel (1980), Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Angelsey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut (pre-mod), Argonaut (mod), Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Avenger.

Bacchante, Barrosa, Battleaxe, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brecon, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeia,

Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Fairmount, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow (1956), Glasgow (1980), Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecla (1967), Hecla (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberston, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964), London (1980), Londonderry, Londonderry (mod), Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Omeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Paliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Uist, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorius, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.



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Good excuse to hibernate this winter!

Last month's item "Jenny's title gets them in a twist," based on a new DCI, has inspired LWren B. M. Ratcliffe, of H.M.S. Centurion, to puzzle poetically over the WRNS/Wrens title guidance. Here is some of her verse:

I don't really mind
Being a bird of a kind,
It's really quite cute, I suppose
To think we wear feathers
And all flock together,
But the truth is we're humans in clothes!

Now the problem may not seem apparent
To all of you men in the Fleet,
'Cos to you a Jenny's a Jenny
Whatever the rank that you meet,
But this new DCI's
Made it pie in the sky
But unlike the pie, we can't fly!

If you're a "Ma'am"
(and a lot of us am),
This title's applying to you —
You're an Officer WRNS
At least that's how it ends
A bit of a mouthful it's true.

And it's Petty Officer Wren
But you see then again
You may find this hard to believe,
That on flying higher
And until you retire,
It's not CPO Wren, but Chief!

So the Junior rating
For which you've been waiting,
Is now to be called LWren
Which brings us right back
To the aforementioned fact,
That we've become birds once again!

We'll start building our nest
And make sure it's our best,
'Cos winter is now drawing nigh,
And us Junior ratings
Will start hibernating;
Fix the blame on this new DCI!

Whatever happened to little Shavex?

I read with interest of the award of the B.E.M. to "Jenny: Toast of the Navy."

It is with some affection that I remember that side-party of H.M.S. Serene in Hong Kong in 1946. Each sampan displayed its own flag, with the ship's name, and there was keen rivalry, sometimes leading to the warding off of other craft in true naval style! Often when we returned to harbour after minesweeping duties our party would be tied up astern long before the anchor reached the sea bed.

In our party was a mother and a 10-year-old Chinese girl nicknamed Shavex — a shaving cream. When the Serene left Hong Kong we collected more than 700 Hong Kong dollars for her and arrangements were made to send her to a convent school.

Recently a few "ex-Sereneites" have got together and we have often wondered if anyone knows what happened to the girl, to whom we gave the name Serena. — Eric "Bulldog" Drummond, Scarcroft, Leeds.

Camperdown welcome

I write to mention the marvellous hospitality given to my wife, children and myself when we were asked to visit R.N.R. Dundee, H.M.S. Camperdown. Two "regulars" were among those involved and really went out of their way to make our visit enjoyable. — Jim Rowbotham, ex-LSA, Leslie, Fife.

LETTERS TO THE EDITOR

I helped stow Edinburgh's secret gold!

Your front-page story of H.M.S. Edinburgh was of great interest to me. I was gunner's yeoman in her and helped stow the gold on board.

After escorting a convoy to Russia, I remember going alongside a wall. On shore it was covered with snow and ice.

Five or six sledges pulled by horses came alongside. There were about six boxes on each sledge, and they were guarded by soldiers with fixed bayonets.

Ten tons of gold is mentioned and this staggers me. But I would not like our shipmates' grave to be disturbed for gold which may not be there. — G. H. Mountjoy, Appledore, North Devon.

Harrier's gold

As a former member of the ship's company of H.M.S. Harrier, one of the Fleet 'sweepers' which took off survivors of H.M.S. Edinburgh, I was interested in your item about the supposed bullion.

While I have never heard about that particular gold, your readers might be interested to know that in October, 1941, we took on board 165 cases of bullion from Archangel. We took it down the River Dvina and transferred it to H.M.S. Suffolk. — R. Houghton (ex-Cairo, Harrier, London), Penhow, Gwent.

Pea Doo

supreme?

I note with interest the lady's recipe for "Pusser's Pea Doo," taken from the chef's "bible."

However, as one who made the "doo" daily in No. 2 Galley, Jago's Mansion, R.N.B. Devonport about 1944, when we had up to 20,000 victualled at any one time, additions to the basic recipe were required!

These consisted of all unused food from the previous day's meals, including figgy duff (sponge pudding to the uninitiated), pastry (better known as clacker), meat and veg. of every description, porridge and pusser's ki.

It was put through the mincer and used to make a delicious stock to give the soup its backbone. To augment ingredients from 100 up to numbers of 15,000 or 20,000, chef had to be quite a mathematician.

I would be pleased to hear from anyone who remembers me. — S. C. Akerman, ex-LCK, 3 Frankburn Road, Streetly, Sutton Coldfield, West Midlands.

Several readers have written in response to the appeal for a recipe for "Cheesy-hammy-eggy-topsides," including ex-Officer's Chief Cook J. Copplestone, of Portsmouth, who gives these details:

● Toast a large slice of bread, cover with sliced cheese and grill till light brown. Place on it a thick slice of light-grilled ham. Poach one egg and place on ham. Sprinkle with grated cheese and put under grill until light brown. Serve.

PLEA FROM THE SOLE

I am sure we write on behalf of the majority when we say "Down with pusser's shoes!" For many years now we have had to endure the agonies of blisters, corns, hard skin and ingrown toenails, all due to these shoes.

Although very reasonably priced, besides being uncomfortable they stand little wear and tear.

Many nurses are having to pay £12-£25 for comfortably-fitting shoes.

Considering the number of miles we must walk in a day, is it too much to ask for the Navy to provide reasonably-priced, well-fitting shoes, or to re-introduce the old-fashioned "beetle-crushers"?

I am sure many QARNNS and members of the WRNS would be willing to pay for quality-made, comfortable shoes.

So please give us back the sweet-smelling, healthy feet we had before. — A. Hackett and E. Bowering, naval nurses, R.N. hospital Haslar, Gosport.

Museum with a view?

While on holiday recently I had the pleasure of again visiting the Fleet Air Arm Museum at R.N. air station Yeovilton.

The public, while visiting the museum, are also invited to view the aircraft at work on the adjoining airfield. I would like to suggest the introduction of a suitable observation area, possibly on the roof of the museum building, as the general view of the airfield from the picnic area is obscured by the fuel bowers which have been parked on the many occasions I have been there.

Secondly, although providing first-class refreshments, I feel that the present cafe building is far too small to cope with the large numbers of people who visit the museum area.

I appreciate that my comments refer to the busiest time of the year from the point of view of visitors, but am sure that in the long run the museum itself would benefit. — Robert Stephen, Beckenham, Kent.

Battle facts disputed

I have been reading with interest the accounts of the Battle of the Bay of Biscay.

The six-inch guns of the Enterprise opened fire on the afternoon of December 26, 1943, and not January 1 or 2, 1944, as stated in a letter in July.

Five destroyers were sunk that afternoon. Two badly damaged, shielded by the remaining destroyers, made for

Brest, and the Enterprise was certainly not saved from a watery grave by the guns of the Glasgow.

The aircraft that attacked the two ships after the action were German planes and not an American Liberator. The guns used for air attack in the cruisers were four-inch anti-aircraft guns, not six-inch. — H. S. Standing, ex-AB, H.M.S. Enterprise, Romford, Essex.

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Post to: Letters to the Editor, Navy News



A test of Endurance

Regarding the letter (about naval mail) from St Budeaux wife and your footnote (September), Cairo and Diego Garcia are trivial in comparison to the experiences of families and ship's company of H.M.S. Endurance.

During her last deployment she spent three separate three-week work periods in the Antarctic. This meant no mail was received or despatched during those weeks, resulting in no mail for four weeks at a time for the families.

To compensate, we were allowed to send three 30-word Familygrams during each work period. What can you say in 30 words? It was easier to write a letter.

The ship's company were allowed two free three-minute telephone calls — by no means a realistic time limit even if reception was good, which most of the time it wasn't. Of course, families and the ship's company were able to telephone at their own expense.

I fully realise that H.M.S. Endurance is in a unique position and am proud that my husband, among many others, have "shown the flag" and worked so successfully in Antarctica and South America.

My husband has now left the Endurance, but I ask if something can be done to ease communications on any future deployments, which I hope are safe and happy. (Signed) "Endurance was the name of the game."

Bird or ☐ beast?

CRS D. G. Hopkinson appears to have been misled in his interpretation (September) of the name of H.M.S. Redpole. The Oxford English Dictionary gives "redpole" and "redpoll" as alternative spellings for the name of a small brown, red capped, member of the finch family. This bird was depicted on the ship's badge of H.M.S. Redpole.

Unhappy view of badge

With regard to new titles and badges being introduced to Fleet Air Arm personnel (DCI 445/80) there are several points to cause dissatisfaction:

- The loss of the CPO's First Class star (Scale A). Is the rest of the Fleet also to comply, or was this just a way of cutting cost?
- The reversion to mechanic status from aircraft fitter (It is hoped this will not be followed by loss of pay).
- The new-style badge negative star does not cover the area originally covered by the larger badge, so leaving an unsightly faded lapel.
- The loss of dignity from a hard-earned position — Ex-CAF(AE).

"Redpoll" is also the spelling appropriate for "red haired polled, or hornless, cattle." — John M. Mabey, lieut.-cdr, Box, Wilts.

The modern spelling of this bird species is generally redpoll, but in former times it was spelt redpole (Shaws Zoology, Vol X, p 733, — 1817).

The breed of cattle is written as two words — red poll. They

are indeed red and are "polled," that is to say have no horns. — C. B. Fetherston-Dilke, capt., R.N., Coleshill, Warwickshire.

Mr. Hopkinson is slightly adrift when he says all the Black Swan class sloops were named after birds.

Non-birds I can remember include the Modeste, Nereide, Hart, Alacrity, Opossum and, of course, the famous Amethyst. — D. Williams, Glynneath, West Glamorgan.

Basins in ☐ the mess

Would any old timer confirm that in the early 1920s, basins were used in the Signal School messes at the R.N. Barracks, Portsmouth. I am now 86 and going back quite a while. — H. S. Fullbrook (ex-ch. yeoman of signals), Reading, Berks.

Does anyone ☐ remember?

In researching my family history I have been endeavouring to find out as much as possible about Cdr. H. L. L. Pennell who sailed with Captain Scott on the voyages of the Discovery. He was for a while in command of the ship Terra Nova and later served in the Queen Mary, drowning at Jutland.

Perhaps one of your readers may have long ago served in the Queen Mary and may remember him. — Peter Pennell, 26 Collesbourne Road, Cheltenham.

Tying up detached Snotties

I think your paper is the best way of keeping in touch with most aspects of the Royal Navy. However, there are two terms, the use of which disturb my susceptibilities, if not actually inducing a state of apoplexy.

The first is "deployment" applied to ships. This may have become an official term since I was on the Active List, but the dictionary clearly indicates that a single ship cannot be deployed as the word implies a spreading out or splitting up. Single ships used to be detached or just serve somewhere.

The other term is "tie up" a ship. It used to be anathema in official documents, only yachts and parcels being tied up! R.N. vessels were either berthed, secured alongside, made fast or, at a buoy, moored.

Incidentally, you never call midshipmen "Snotties", a good old bit of naval slang. For some reason "Middies" was always credited to the vocabulary of maiden aunts, God bless them — A. M. Messenger, lieut.-cdr, R.N. (retd.), London S.W.

No lack of discipline in R.N.P.S.

I was amazed to read the letter from Geoffrey Dormer (August) with its suggestion that the silver badge awarded to members of the Royal Naval Patrol Service was responsible for a lack of discipline. Such a ludicrous accusation cannot be allowed to go unchallenged.

Of course we had our "hard cases" and the mode of dress at sea could hardly be described as "rig of the day", but in the final analysis it is generally agreed that the R.N.P.S. acquitted itself with some distinction.

As representative of this, I mention the names of but three trawlers, namely Lady Shirley, Northern Gem and Rolls Royce, whose efforts will surely stand comparison in Royal Naval history. Other vessels too numerous to mention also made a creditable contribution, a fact hard to reconcile with lack of discipline.

As a Fleet signalman I served happily in several of the "little ships" under R.N., R.N.R. and R.N.V.R. officers, most of whom gave much encouragement by setting an example to their ships' companies. In my experience it was the ships led by such officers that ensured smartly turned-out fighting units that more than adequately performed the job in hand.

Our association members are proud of our silver badge, proud of the Patrol Service with more than a little justification, but most of all are proud to have served in the Royal Navy — R. Kay, chairman, R.N. Patrol Service Association (Bolton and Districts Branch).

Gunner's day of rest

The letter about the R.N.P.S. silver badge from Mr. Geoffrey Dormer (who made some excellent contributions to the book "Trawlers Go To War" by myself and Harry Ludlam) reminded me that the matter sometimes worked the other way round.

The trawlers transferred from Northern Patrol to Russian Convoy escort duty had the letters H.M.T. altered to H.M.S. to incorporate them into the R.N. proper, and the crews were told that they would now be expected to conform to General Service discipline.

Shortly afterwards, a seaman gunner refused to turn-to on a Saturday afternoon on the grounds that in the regular R.N. Saturday was always a make-and-mend day. No amount of coaxing or threatening by the first lieutenant would move him from the bunk where he lay reading a Western magazine, so he was duly sent ashore in the Commander's Report, was sentenced to six days cells and came back satisfied that he had "stuck to his guns." — Paul Lund, Cheadle Hulme, Cheshire.

Navy Days ☐ bouquets

I and thousands more have just spent a most enjoyable time at Portsmouth Navy Days. The obvious delight of people going on board and the good nature of all naval personnel was good to see. — Jean Smith, Hounslow, Middlesex.

On my visit to Pompey Navy Days I was dismayed at the state of the statue of Capt. Robert Falcon Scott. Why not spruce it up and, for Navy Days, build a display around it depicting the work of H.M.S. Endurance and the Navy in the Antarctic?

On the other side of the scale, the ships of the Fleet and their crews were a credit, as were the people manning the shoreside displays, including the dockyard mateys. All were very helpful. A great day out. — D. Roberts, Cymmer, Port Talbot.

I am writing to thank everyone concerned in making Navy Days at Plymouth such an enjoyable event. I had never been to such an occasion and may I say how much my small son and I enjoyed it, and how kind and helpful everyone was. — A. C. Palmer, Weston-super-Mare.

H.M.S. HOOD

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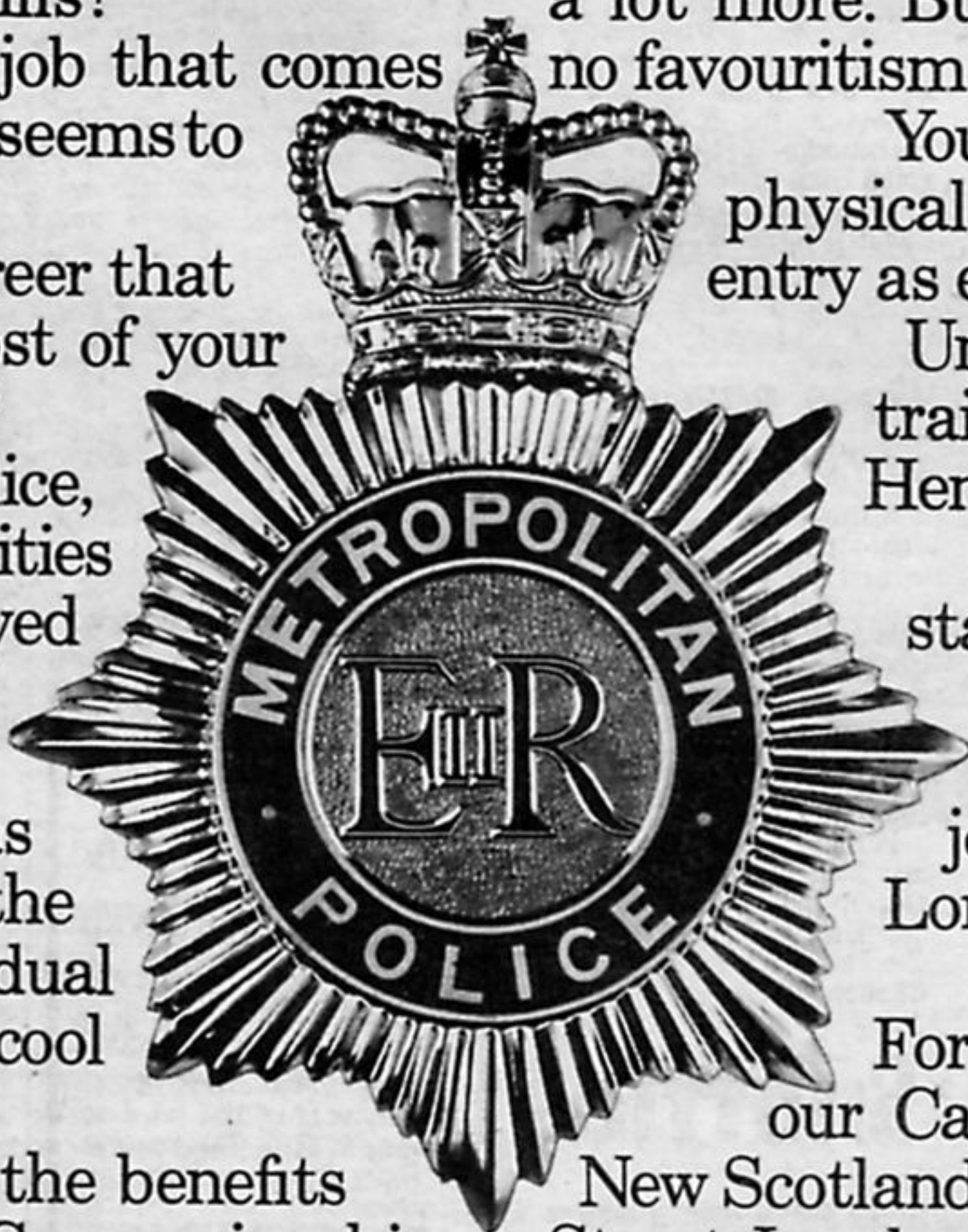
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Spirited thanks for hurricane relief work

RUM DO FOR GLASGOW

A toast in rum by the High Commissioner for the East Caribbean, Dr. Claudius Thomas (left) was a fitting tribute to H.M.S. Glasgow when she returned to Portsmouth after her hurricane relief work in St Lucia.

Raising their glasses in response are the missile destroyer's commanding officer, Capt. Paddy O'Riordan, and one of the ship's company involved in the emergency operation, WEM(O) Eli Trim, whose grandparents live in St Lucia.

London-born WEM(O) Trim had never seen his grandparents and sought them out when the ship arrived at the disaster island. "I was very glad to get to their village and find them safe and well," he said.

Capt. O'Riordan said: "When

we arrived the people of St Lucia were shocked, dazed, and tired from the effects of the hurricane. But they recovered quickly and it was a privilege to help such resilient, cheerful, and warm-hearted people. In the south whole villages had been flattened by the force of the hurricane.

"The ship's Lynx helicopter was the key to the operation. It enabled us to survey the damage in detail, get men and supplies to remote areas, and evacuate serious casualties.

"It was largely a success story for the chief petty officers and petty officers. They were in charge of working parties and the initiative and ingenuity they showed was quite remarkable."

The rum was presented to the ship by Dr. Thomas. Only one bottle was opened to mark the occasion; the rest went into the "biggest rum punch in the world" for the ship's company dance on September 15.

Scylla

Appreciation was expressed to the ship's company of H.M.S. Scylla, the other Royal Navy frigate in the area at the time of Hurricane Allen, in another form.

While in Grand Cayman resting after their hard work on Cayman Brac, they were visited by the Governor, Mr. Bill Russell, who thanked them and presented mint coins and first-day covers to all on board.



Coconut time for a working party from H.M.S. Scylla establishing an emergency headquarters in a transit shed on Cayman Brac. A white ensign flutters from the tree and the ship can be seen in the background.

Under the command of Cdr. J. D. L. Backus, the Scylla had landed parties of men to re-establish power supplies and essential services, re-build two complete houses and re-roof others, clear fallen trees and roads, and had picked up emergency supplies from Grand Cayman.

During a week-end on Grand Cayman the ship's band, Jimmy Jackstay and the Hi-Points, played in a club and raised £200 for the Cayman Brac relief fund.

It's happy returns — thanks to Shetland

Lieut.-Cdr. D. A. Wright, commanding officer of H.M.S. Shetland, and his ship's company earn a warm vote of thanks from Miss Catherine Gillies of Oban.

She writes to thank them for making it possible for her to revisit her old home on the island of St Kilda, and for the kindness shown to her on the journey.

St Kilda, roughly 40 miles west of the Outer Hebrides, was evacuated in 1930. Miss Gillies' return there in H.M.S. Shetland with other St Kildans and their relatives was to mark the 50th anniversary of their leave-taking.

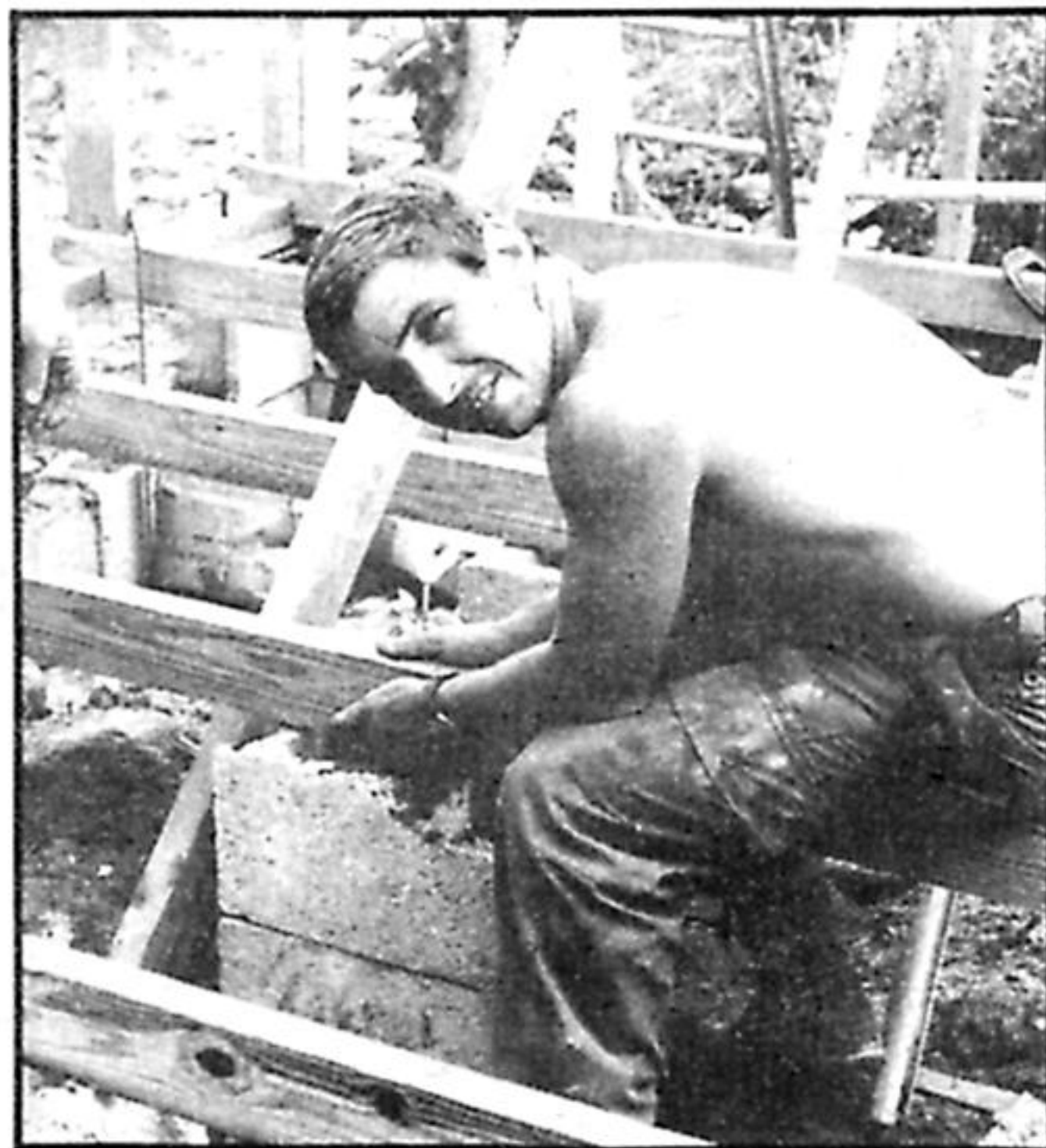
The St Kildans stayed overnight in their old homes which have been restored by the National Trust. They also attended an interdenominational service in their old church which was re-dedicated during their visit.

Hit the road, Jack!

Ten sailors from H.M.S. Bristol have been trekking along 400 miles of the Appalachian Trail in the eastern United States while their ship has been taking part in the huge NATO Exercise Teamwork.

On August 27, the team — led by RPO Kevin Blake — visited Bristol on the state border between Virginia and Tennessee to present a letter and medallion from the Lord Mayor of Bristol (Avon) to the two cities, the communities each side of the state line being separate cities.

The trekkers left the trail for the final 60 miles to Washington where they were scheduled to arrive late in September.



Sgt. Walley, part of the Scylla's Royal Marines contingent, gets down to re-building a house on Cayman Brac.

APPOINTMENTS

Flag Officer Gibraltar

Capt. D. J. Mackenzie, commanding officer of H.M.S. Hermes, is to be promoted rear-admiral on January 7 and to be Flag Officer and Port Admiral Gibraltar in January. Ships commanded by Capt. Mackenzie, who joined the Royal Navy in 1943, include H.M.S. Blake.

Commodore J. R. Hill, Director of Defence Policy (C Division) is also to be promoted rear-admiral on January 7 and is to be Flag Officer Admiralty Interview Board that month.

A third promotion to rear-admiral on January 7 will be that of Capt. T. O. K. Spraggs, Dean of the College, H.M.S. Thunderer, the Royal Naval Engineering College, Manadon.

He is to become Chief Naval Instructor Officer in January.

Other appointments announced recently include:

Capt. H. M. White, Avenger in command March 4 and as Capt. F4.

Capt. D. F. Watts, For Howard in command and as RNLI British Defence Liaison Staff Officer, September 26.

Capt. A. Grose, Bristol in command, March 3.

Capt. H. Mucklow, Capt. of the Port Rosyth and QHM Rosyth and Cromarty, January 8.

Cdr. P. Branscombe, Resolution (Starboard) in command, January 15.

Cdr. J. B. Taylor, Spartan December 15 and in command.

Cdr. S. H. G. Johnston, Minerva in command, December 16.

Cdr. A. Morton, Yarmouth in command, January 6.

Cdr. R. S. Wraith, Conqueror in command, December 10.

Cdr. D. T. Ancona, Gannet in command, November 27.

Lieut.-Cdr. C. L. Wreford-Brown, Dreadnought in command, September 23 (Granted acting rank of commander before promotion on December 31).

Lieut.-Cdr. R. K. Jamieson, Fawn in command, January 1.

Lieut.-Cdr. P. Willsteed, Fox in command, November 25.

Lieut.-Cdr. M. J. Marsh, Inskip in command, September 22.

New direction

The first woman to be appointed a regional director of Lloyds Bank is Commandant Vonla McBride, who was Director WRNS from 1976-79.

Commandant McBride has joined the bank's Central London Regional Board, which sits at Lombard Street.

Rear-Admiral Sir Richard Trowbridge, who joined the Navy as a boy seaman in the 1930s and whose last appointment before retiring was Flag Officer Royal Yachts, is to be the next Governor of Western Australia. He will be sworn in at a ceremony at Fremantle in November.

OBITUARY

Air crash kills three

Three Royal Marine officers died as the result of the crash of a Gazelle helicopter on exercise at Cape Wrath, Scotland, on September 15.

They were: Lieut. D. C. Dunn, of M. Flight, 45 Cdo; Lieut. A. P. J. MacDonald, serving at HQ and Signals Squadron, 3 Cdo. Brigade; and Lieut. P. A. T. Farley, of 45 Cdo.

R. W. Burnett, CEA(A), Careers Information Office, Newcastle, August 18.

A. T. Hill, FCAEA, H.M.S. Daedalus, August 24.

C. P. Taylor, MNE, 42 Cdo. Group, August 28.

N. Tucker, AB(S), H.M.S. Vernon, September 2.

P. Baines, LMEN(M), H.M.S. Kent, September 4.

S. J. Charles, MEM(L), H.M.S. Pembroke, September 11.

J. E. Kemp, PO(R), H.M.S. Rhyll, September 16.

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TWO PAGES FOR

Pretty as a picture

The girl with the winning smile is lovely bride Julie Ann Lawrence (nee Bowden), daughter of OEMN1 J. Bowden, of the Nottingham Careers Information Office. This lovely portrait of finance clerk Julie Ann, by Northampton photographer John Roan, won her the title Kodak Bride of the Month and a cash prize of £100. There is also the possibility of being selected Kodak Bride of the Year, the prize for which is £1,000, plus a second honeymoon in Crete.



WELL SERVED!

Many families have been guided and helped over the past decade by Cdr. Peter Meryon, who has just retired as the Navy's Regional Family Service Officer (Eastern Region).

Cdr. Meryon joined the Family Welfare organisation on leaving the Service about ten years ago and has headed the department based in H.M.S. Nelson for about six years.

In that period, which has seen the development of the Naval Personal and Family Service, a whole range of the problems of the Navy's men, women and families have come the way of his office for help.

Cdr. Meryon has also represented the Navy on Portsmouth Council of Community Services.

Currently he is chairman of the H.M.S. Malaya Association, having served in that ship. His Second World War service included a Mediterranean destroyer action in which he was awarded the D.S.C., and a later appointment was as commanding officer of H.M.S. Rooke.

He is married with three daughters and one son, Lieut. Richard Meryon, of H.M.S. Cleopatra.

School switch aids parents

Service families hoping to place their children in maintained boarding schools in different counties from where they live will be pleased to learn of the disappearance of a regulation which in practice has often prevented this happening.

It now means, for example, that parents in Hampshire and wishing to place their child in a Dorset County Council Comprehensive School with a boarding annexe, can apply for a place knowing they would have to face only the lodging and maintenance charge. In most cases these fees should be balanced by the Service boarding school allowance.

The Education Act of 1980 says that LEAs in England and Wales have to pay tuition fees for a child who takes up a boarding place at a school maintained by another LEA.

The rules change allows a parent to apply for, and accept, a maintained boarding school place with any Local Education Authority in England

and Wales in the certain knowledge that the tuition fees will be re-couped automatically by the LEA in whose area the school is.

Previously, a school accepting the pupil could not recoup the tuition fees, and since the law would not allow the parent to pay, the place could not be taken up.

It is understood that the number of schools involved is not large and there are more in rural than urban areas so parents may have to hunt around to find places.

DETAILS AVAILABLE

The facilities and curricula are subject to scrutiny by H.M. Inspectors and the LEA's advisers, and the schools are of high academic standard, offering courses up to GCE 'A' level.

The Service Children's Education Authority (SCEA) provides details of maintained boarding places in the U.K. on request. Application forms for this advice are available from ship and establishment education officers.

Even Happier Valley!

Members of the naval community in Hong Kong celebrated with a special social evening when the Community Centre of Harcourt Place in Happy Valley was rededicated.

Helped by a 50,000-dollar donation from the China Fleet Club and the stalwart efforts of community centre chairman CPO Vic Stephens, bar manager PO Writer Mal Townend and their committee, the centre is now extensively modernised.

For the naval families, particularly those in high-rise flats, this centre, and the one at Bonham Towers, are an integral part of community life.

Apart from offering families a welcome meeting place, they provide a social programme and a variety of family entertainment, from darts to discos and horse-racing nights.



TODAY'S CAREERS ADVISERS HAVE TO BE A LITTLE MORE SUBTLE.

They also have to be a good judge of character. They have to be able to pick out the young lads who are bright, keen and genuinely interested in the Service.

And they must know how to spot the promising recruit underneath his long hair and his jeans.

If you are a FCPO, CPO, WO or C/Sgt RM coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of over 60 Careers Information Offices. As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in a current DCI.

Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB(N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

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A PAGE FOR

FAMILIES

GHOST WRITERS
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If you think you've seen a ghost or had "first-hand experience" of poltergeists or any other supernatural happenings, British Forces Broadcasting Service would like to hear from you.

They are looking for ghost stories from Service families at home and overseas. Send your spectral stories to Ghost Hunters, PO Box 1000, London, SW1.

SLIM
HOPES
ON
'WHARFING'

For many years that wonderful word "wharfing" has echoed round the places where they talk policy about married quarters. But as far as the Navy is concerned it has never come about — and the chances of progress in the present tough times look pretty slim.

To the uninitiated, wharfing stands for the splendid phrase "warehousing of residual

furniture." In simple terms it means giving quarters tenants the choice of having their houses or flats partly furnished, rather than providing a house full of furniture (which happens in most cases) or an unfurnished home (which is possible in some places).

A young wife from Rosyth raised the point again in a letter to Navy News the other day. "Having been married for five months, we have a naval married quarter," she wrote.

"We moved in a few days after

getting married in April and since then have acquired a lot of our own furniture. However, we are a long way short of being able to furnish an unfurnished married quarter, but feel that the Navy is letting us down by not being able to store any of their furniture which we no longer require.

"Could you cast some light on the subject?"

Well, Mrs. W, there would seem little hope to be offered at this moment, apart from giving an airing to your views and puzzle.

Operating a scheme which allows families to discard different items requires a more flexible system than one which provides either a complete house of furniture or an unfurnished quarter. And working such a scheme would need more time and money, involving greater manpower and — perhaps the biggest problem of all — increased storage space.

Full house

When it is remembered that there are naval estates with hundreds — and even thousands — of houses and flats, the size of the problem is apparent. And it has to be borne in mind that, while some families may have items of their own which they wish to use — perhaps the three-piece suite — the next tenants may well require and expect a full house of furniture the moment they move in.

So the problem is not straightforward — although try telling that to a wife who, with a logic difficult to answer, argues, "But why do we have to have furniture we simply don't need?" And she may well be able to mention friends in the other Services who don't have quarters full of issued furniture!

Certainly the Navy is aware of the feelings of many people in this matter. When, where and how it will be possible to get a scheme off the ground is something altogether different.

No child's play

Another young lady who undoubtedly is going to be disappointed is eight-year-old Angela

GIBRALTAR HAND-OVER

End of term had a special meaning for Cdr. Bert Kinsey when he retired from the Navy and handed over as Officer-in-Charge Service Schools Gibraltar to Cdr. Bob Pegler. For Cdr. Kinsey, who has spent four years in Gibraltar, it marks his second retirement from the Navy. He joined the Service in 1946 and left in 1949 as a lieutenant. After nine years as a schoolmaster in the United Kingdom, he rejoined the Navy in 1958 as an Instructor officer.

Wives
triumph!

It was a glorious day in Gib for H.M.S. Rooke's annual sports and families day, and triumphant in the ladies' sports competition was the naval wives' team. They are, back row, from the left, Ruth Bennett, Pauline Suter, Pat Barnden, and Carol Skinner; front, Mary Waters, Maggie Bruton-Gibney and Muriel Hocking.

Credit card
trial run
by Naafi

Customers in three naval locations can at present use credit cards to buy gifts and durables from Naafi as the organisation experiments to see if the cards increase trade.

Whether a wider scheme will be adopted has yet to be decided. One possibility is that Naafi might introduce a card of its own.

Credit cards, such as Access and Barclaycard, are at present being accepted for a trial period in ten Naafi shops, for all the Services, in different areas of Britain. These include Nimrod Drive, Gosport; Churchill Estate, Helensburgh; and H.M.S. Neptune, Faslane.

Naafi says no one can be sure how many people in the Services have credit cards.

One advantage of cards is that customers can pay back what amount they like each month, within limits, instead of being bound by a fixed monthly repayment.

However, for long-term credit the financial advantages of the Credit and Budget schemes available to naval customers are stressed by Naafi.

Home
truths

Those about to buy or sell a house, flat or cottage will find plenty of practical advice in a new paperback "Buying and Selling Your Home," by David Lewis, published by Teach Yourself Books, Hodder and Stoughton.

Covered in this comprehensive guide is the raising (and repayment) of a mortgage, conveyancing and solicitors, initial costs, types of insurance and tax.

The book is available from Wisebuy Publications, PO Box 379, London NW3 1NJ. Price, including postage and packing for U.K. and BFPO, is £1.50.

Brent. She wrote to us from Fareham at the time of the long school holiday saying, "Children play in the schools because they have not got a play area. I think the Navy must build a playground because the only one we have is over a main road. If we play in the schools we will get told off, but it is not our fault. I will help raise money if there is a campaign."

Well, from Angela's address, it looks as if she is writing about the naval quarters in Fareham's Peak Lane area. Opinions can be divided on play areas, particularly over their siting, but we understand that in any event this one couldn't be a priority even if there was any spare cash at the moment.

So it's sorry, Angela at present. And we hope you didn't get told off too much!

Navy
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MONEY BACK GUARANTEE.

Hot time in the old town for Naiad and Galatea

For the companies of H.M.S. Galatea and H.M.S. Naiad, arrival in Sembawang Naval Base in northern Singapore meant working on the ships' maintenance in temperatures sometimes approaching 100 degrees.

There were compensations, however. Singapore was a fascinating mixture of the modern western and ancient oriental. Lads soon found local prices to their taste, and messes rapidly filled with stereo equipment, particularly music centres.

Meanwhile H.M. ships Antrim, Coventry and Alacrity made an impressive picture of serene strength alongside in the sweltering Hong Kong sunshine interspersed with brief but intense bursts of warm rain. A clutch of MCM vessels looked incongruously small beside their companions.

SHIPS OF THE GROUP

The Royal Navy's Far East deployment group comprises the guided missile destroyers H.M. ships Antrim and Coventry; the frigates H.M. ships Galatea, Naiad and Alacrity; the R.F.A.s Stromness, Blue Rover, Olwen and Resource.

Favourite runs ashore were to Ocean Park — complete with cable-car ride to an aquarium with spotted sharks and dolphins — and Aberdeen Harbour crowded with bustling sampans and vibrant to the cries of seafood sellers.

TROPHY

An "It's a Knockout" competition was rapidly organised, and held in H.M.S. Tamar's swimming pool with riotous enthusiasm but mixed results.

While in Hong Kong the Alacrity gained a new "pot" — the Fleet Anti-Aircraft Gunnery Trophy, presented to her commanding officer, Cdr. A. J. Bannister, by Rear Admiral Conrad Jenkin, Flag Officer First Flotilla. The frigate's gunnery team won the trophy from the previous holders, H.M.S. Fife.

Wives and girlfriends of some members of ships' companies on the deployment flew to Hong Kong when the ships were there.

Meanwhile a London newspaper reported that six sweethearts of Navy men were first in the queue for £99 standby tickets when British Caledonian launched its cut-price flights to the Colony.

A Chinese official stands at the quayside as H.M.S. Alacrity leads the trio of British warships into port at Shanghai.



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A banner of welcome, albeit misspelled, was the first indication to the British sailors of the warmth of the Chinese reception. Above, the crew of a Chinese Osa-class guided missile patrol boat play hosts to NAM Wilson, WEM(O) Carrott and MEM Crotch.



Members of H.M.S. Coventry's POs Mess are wined and dined by their hosts at the first of a series of lavish banquets.



Flower-waving girls welcome the group deployment flagship H.M.S. Antrim as she makes fast at Shanghai.

SHANGHAIED!

But this time it's all fun and flowers

Thirty years after the frigate H.M.S. Amethyst escaped from the Yangtse under Chinese gunfire British warships returned in September to a greeting from girl sailors waving flowers, flags, and banners proclaiming eternal friendship between the Chinese and British peoples.

It was a welcome that will never be forgotten by the ships' companies of the guided missile destroyers H.M. ships Antrim and Coventry and the frigate H.M.S. Alacrity.



Royal Navy ratings tie the knots of friendship for a Chinese escapologist during a night of colourful entertainment.

The squadron, part of the British Far East deployment, met their Chinese missile frigate escort off the mouth of the Yangtse estuary early in the morning and sailed slowly upstream, passing junks and sampans as Mig 17 fighters flew overhead in salute.

Applause

Crowds of curious spectators lined the banks of the river as the three Royal Navy ships turned into the Huangpu River on the final approach to Shanghai. The honour of navigating the leading British warship, H.M.S. Alacrity, fell to Lieut. Malcolm Dodds, who was not born when the Amethyst steamed down the Yangtse in 1949 with gaping shell holes in her sides.

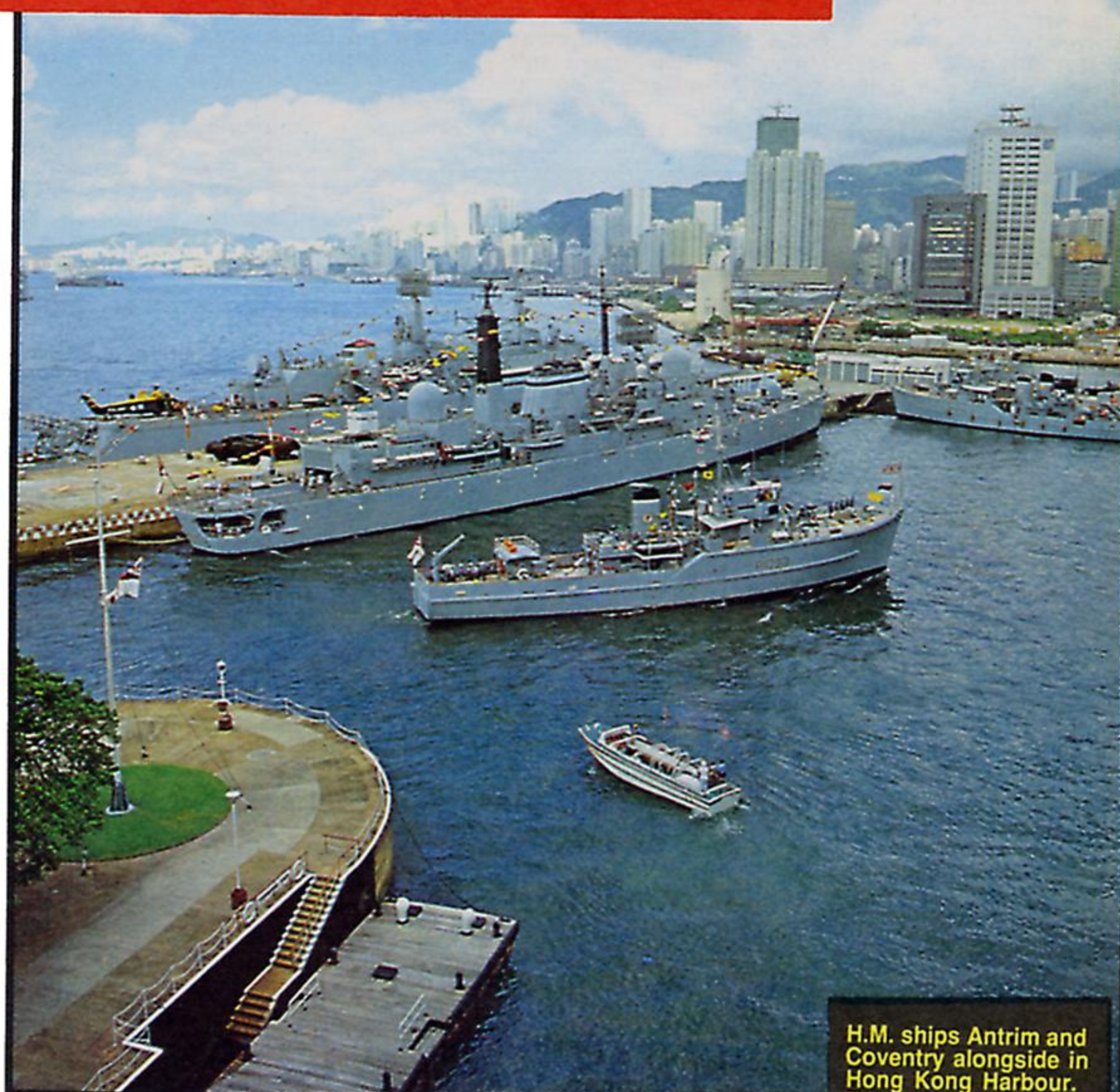
On arrival bands thundered out and hundreds of Chinese sailors applauded; a massive red and white banner stretched across the waterfront proclaimed a welcome, but mis-spelling "Conventry."

The Long Bar

Shanghai is no longer the cherished China Fleet run-ashore known and enjoyed only one naval generation ago. China's biggest city, with a population of 11 million, is her most cosmopolitan.

The famous promenade along the river — The Bund — is still there lined with grandiose stone buildings which once housed the leading banks, trading houses and consulates of the day. The Long Bar in the old Shanghai Club miraculously survives. This was once the snobbiest watering hole in the Far East but now serves as a kind of Chinese Wimpy bar.

The vigour of the welcome given by Shanghai to the Royal Navy was in complete contrast to its stark aspect from seaward. The Chinese Navy had arranged a magnificent programme of entertainment and visits on a huge scale.



H.M. ships Antrim and Coventry alongside Hong Kong Harbour. The ships visited the colony in August during the major Royal Navy deployment to the Far East. Just entering the basin is the mine countermeasures vessel, H.M.S. Wolverton. The two major warships were dressed with flags to mark the 80th birthday of Queen Elizabeth the Queen Mother. Photograph from LA(Phot) J. Fitzpatrick of H.M.S. Coventry.

A banquet for 400 officers and men on the first night was impressive and spectacular, with glasses of traditional Chinese fire-water, Moutai, raised in alarmingly frequent toasts.

'Auld Lang Syne'

A rare opportunity to visit Chinese warships came when the R.N. personnel were entertained at the China Eastern Sea Fleet base at Woosung.

Following another lunchtime banquet the Chinese Navy staged an "entertainment" for their guests — all

most improbable and splendid fun.

The Royal Navy was ably supported by Corporal James Moore of the Royal Irish Rangers, attached to H.M.S. Antrim, who played the Irish bagpipes with gusto.

Well-fed and well-wined, the Royal Navy cheered a Chinese naval baritone giving a version of "Auld Lang Syne" and raised the roof for a girl sailor singing "Oh, No, John."

Other items were more curious still, like the dance entitled "The Girl Shipbuilders and Sailors are Joyfully Singing and Dancing in Celebration of the Coming Maiden Voyage, Showing Their Firm Determination to Establish a Powerful Navy." It was a day that will not be forgotten.

Continued in the next page.

China pictures by PO(Phot) Bill Felters

LYNX JINKS OVER MINSK

On their way to China, the Royal Navy's Far East task group intercepted the Russian aircraft carrier Minsk and the Krivak frigate Letuchiy in the East China Sea.

H.M.S. Coventry, pictured here, and H.M. ships Antrim, Galatea and Nalad spent an hour with the Soviet vessels

before continuing their passage 500 miles north to Shanghai.

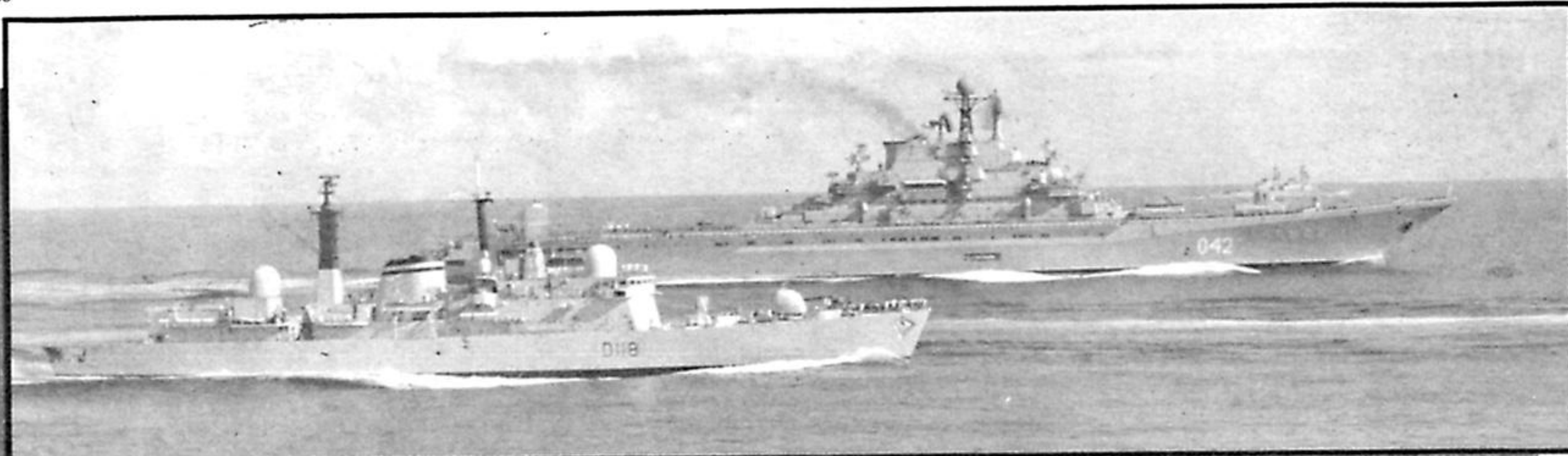
Earlier, as the Coventry's Lynx helicopter scouted ahead for the Soviets, two Hornet helicopters from the Minsk in their turn took a close look at the British ships. The Russians followed the

Lynx but are reported to have been no match for its speed and manoeuvrability.

As the Soviets appeared on the horizon Rear Admiral Conrad Jenkin, Flag Officer First Flotilla, flying his flag in the Antrim, ordered his ships into a tight formation to steam past the Minsk showing a powerful British force capable

of operating many thousands of miles from home.

There were far fewer cameras in evidence on the Minsk than on the British ships — which could be explained by the fact that the Russian sailors had not just spent two weeks in Singapore and Hong Kong!



AH SO! SUCH GOOD EXERCISE

Following their historic visit to Shanghai, H.M. ships Antrim, Coventry and Alacrity helped to score another first for the Navy when they took part in the first joint exercise by the R.N. and the Japanese

Maritime Self-Defence Force.

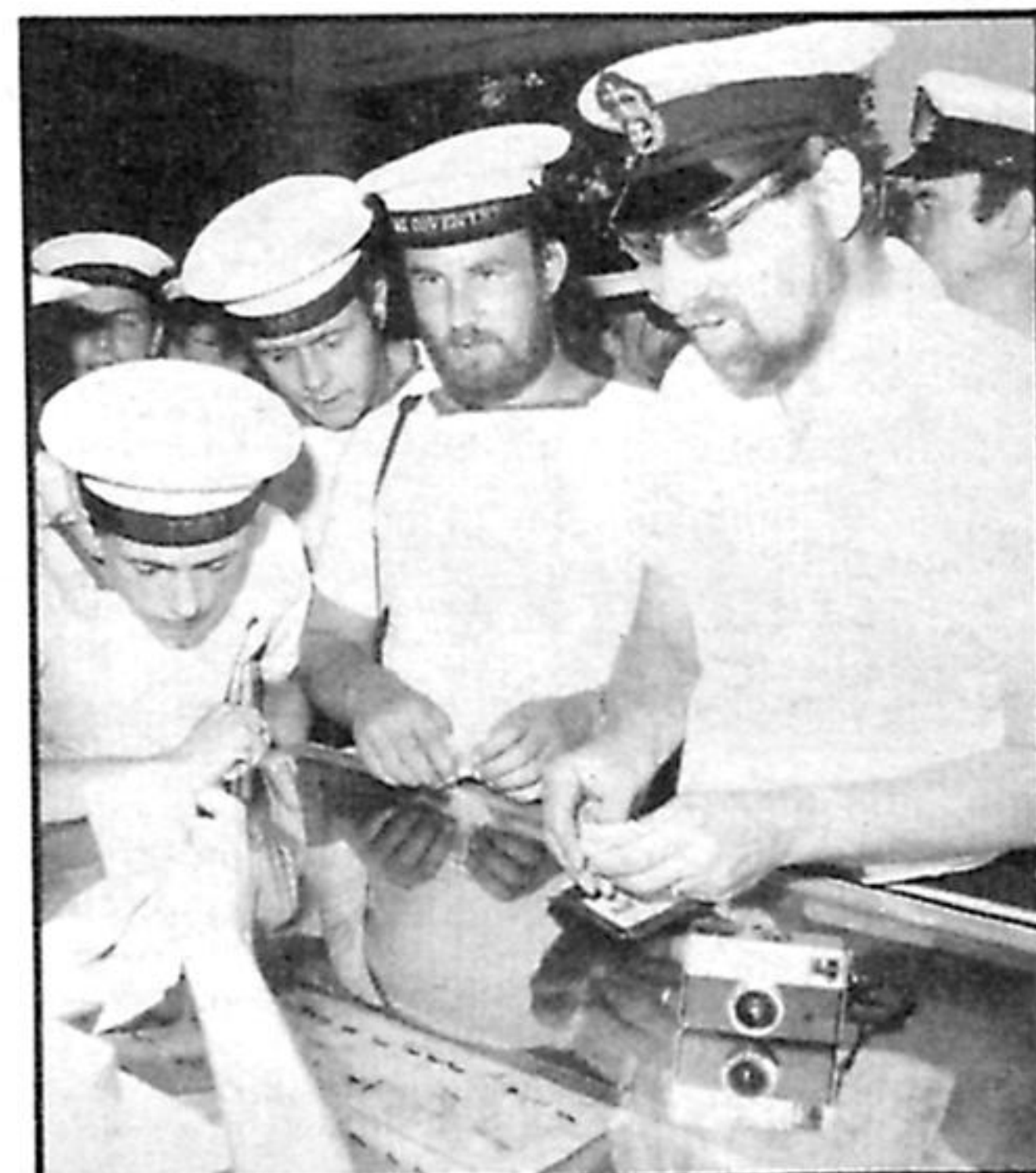
With the other ships of the Far East deployment they were inter-mixed with four Japanese warships in three anti-submarine groups for Exercise Fuji.

The day-long exercise included a landing on board the Japanese light destroyer Haruna by the Alacrity's Lynx helicopter piloted by Lieut.-Cdr. James Templeton.

Earlier the Antrim, the

Coventry and R.F.A. Stromness visited Tokyo, their arrival being marked by a fireboat display, bands and a parade of beauty queens. During the stop-over Her Imperial Highness Princess Chichibu toured the group flagship Antrim and took a hand in stirring the Christmas pudding.

Later the ships of the group — except R.F.A. Resource which had left for Canada — dispersed for goodwill visits to six Japanese ports before heading for home.



Sailors on the group deployment buy brooches showing the Union Flag and the People's Republic flag combined. This shop was at the West Lake in the Chinese "Paradise on Earth" — Hangzhou.



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SHANGHAIED!

Continued from
previous page

For one visiting officer the Shanghai event was a "homecoming." Surgeon-Capt. John Cameron was born in the city, which he had not seen since 1938. He was aged nine when he left, and the house in which he lived is now a small factory.

A day-long visit for almost all the officers and men of the squadron to Hangzhou, capital of Zhejiang Province, was organised on the same magnificent scale as the banquets. A special train carried the R.N. guests to this scenic city known to the Chinese as "Paradise on Earth."

People's Communes

Hangzhou has been a famous scenic resort since the Tang Dynasty a thousand years ago and was appreciated to the full by the Royal Navy.

Pagodas followed temples and lakes and statues in endless profusion but the lack of sleep over three days was catching-up on the sailors. They returned to the ships shortly before midnight and it

required superhuman effort to turn-to by 0800 next morning for a tour of the People's Communes.

While most of the ships' companies were away on organised visits parties of Chinese "experts", Western businessmen with interests in China, and groups of Chinese naval personnel were taken on conducted tours of the ships.

Interest centred on the Alacrity and the Coventry which are equipped with the latest weapons systems.

The four days in Shanghai was a tremendous experience for the sailors, whose average age was less than 21, and it was an event of considerable diplomatic significance.

There can be no doubt that the cultural differences are wide and the variance in approaches to life often bewildering in scope. But as the three British warships steamed back down the Yangtse River that gap which has separated Britain and China, both afloat and ashore, was appreciably narrower.



Coming ashore in Shanghai style... observing the Chinese custom of reciprocal applause, the British Ambassador, Sir Percy Cradock leads the Royal Navy visitors from the quayside. Behind him is the Defence Attache, Col. Gerald Gilhead, and Rear-Admiral Conrad Jenkin.

Bulldog returns

Triple trouble keeps Stubbington on the go!



Following a four-month refit at Brooke Marine Ltd. Lowestoft, where she was built, the coastal survey ship H.M.S. Bulldog has been formally passed back to the Navy. Present for the occasion was the Commodore Naval Ship Acceptance (Commodore J. A. B. Thomas). The Bulldog's sister ship H.M.S. Beagle is also refitting at Brooke Marine.

Dryad show

H.M.S. Dryad's Country Show raised more than £2,000 for the King George's Fund for Sailors. About 1,500 people enjoyed the event.

They've made a proper Charlie out of me . . .

Whoever thinks that there's no place for the cat in the modern Navy should pause for thought over this picture. It's a photo of me, Charlie (I'm the one with the black fur) with my pet person, LWren Debbie Brown.

Since I honoured H.M.S. Pembroke by choosing it as my permanent home, I've been keeping a careful eye on Debbie — making sure that she doesn't stray too far, that she feeds me on demand, and doesn't tread on my tail, etc.

It's quite a responsibility for a cat that's not yet fully grown, and the only respite I

get is when she's carrying out her duties on the staff of the Flag Officer Medway.

I've been doing such a good job of taking care of young Debbie that they've decided to take me on strength here — and, if it's not letting the human out of the bag, I'm wearing my pass to prove it. It carries my full name — Charlie the Cat — and my very own paw print just to make sure there's no mix-up.

So, whether you please or don't please, you've got to admit that life in this cat's Navy is purring along very smoothly, thank you.



Fishery protection vessel H.M.S. Stubbington has completed one of her most eventful patrols, answering three Mayday calls in a fortnight . . .

MAYDAY No. 1 came on the evening that the Stubbington relieved H.M.S. Soberton on patrol from the Isle of Man; the m.v. Mark had suffered engine failure and was drifting towards the island in very bad weather.

The Stubbington used her Gemini craft to put a boarding

party on the Mark, and a tow was passed by gunline despite difficulties caused by the strong wind. The operation continued for the rest of that night and the whole of the next day, the patrol vessel and her charge entering Douglas on the evening of August 14.

MAYDAY No. 2 was received from the yacht Pandora on the evening of August 17. She reported that she was sinking fast ten miles west of the island, and local coastguards asked the Stubbington to co-ordinate the search by six other ships and an R.A.F. Search and Rescue helicopter. The all-night operation failed to find any trace of the missing vessel and the search was called off the next day.

MAYDAY No. 3 was sent on August 26 by the fishing vessel Kerrigan, taking on water fast to the south of the Isle of May off the east coast of Scotland. The Stubbington, which by this time had returned to the Firth of Forth, was off again . . .

SEAWORTHY

Assisted by a helicopter from R.A.F. Leuchars, the patrol vessel transferred her portable pump to the trawler which was eventually made seaworthy by a boarding party.

H.M.S. Stubbington's hectic patrol — the first under her new commanding officer, Lieut.-Cdr. J. R. Skinner — was completed on August 29 when the ship returned to Rosyth for a families day and summer leave.

Barratt can part-exchange houses, get your mortgage for you and help with deferred and interest-free loan schemes.

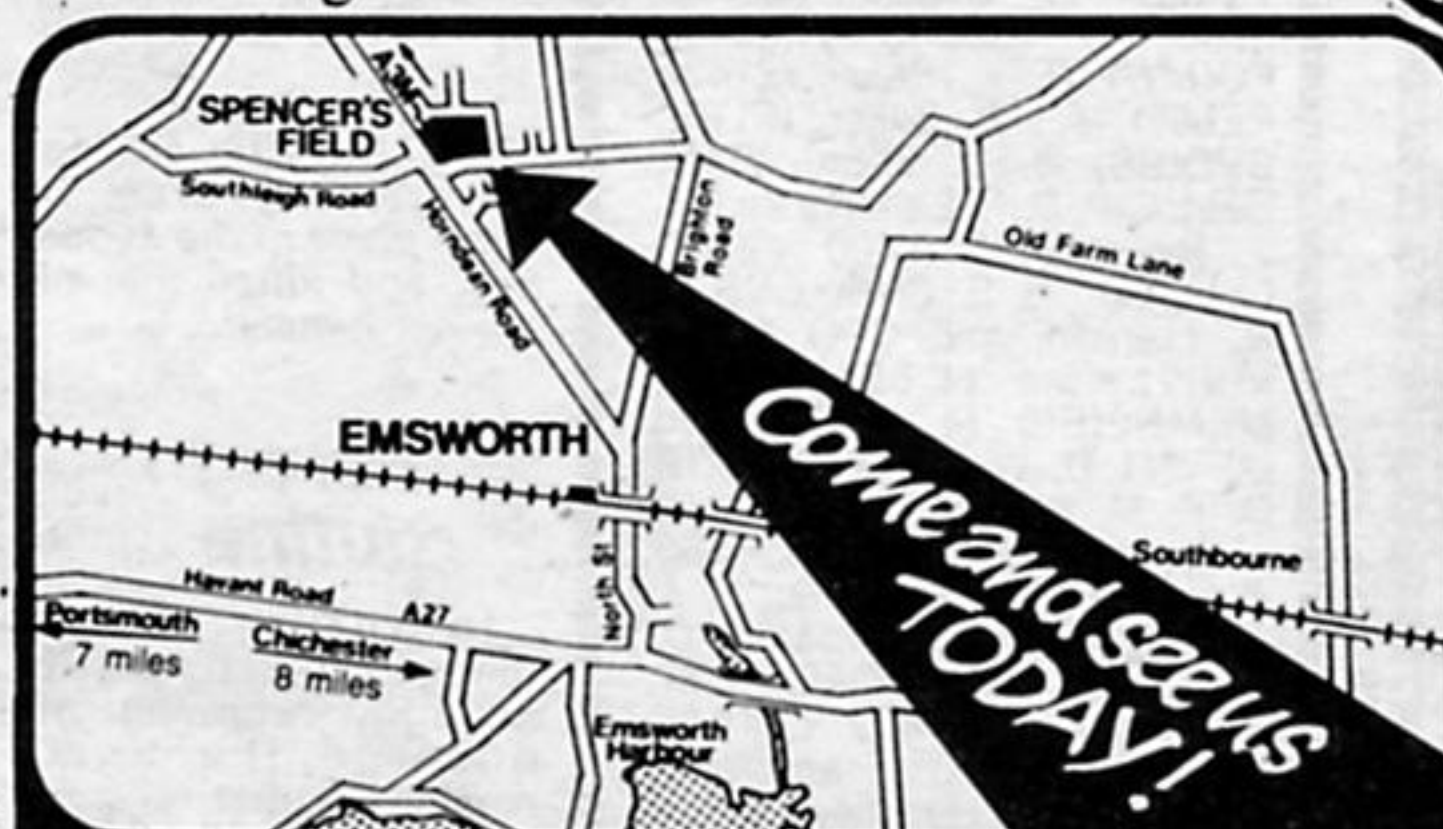
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GET WISE ON DCIs

☆Varsity choice

Submarine geology, dental prosthetics, safety, noise, behaviour at work, law of the sea, and horticulture are among the widely ranging subjects available for university residential courses during the period September 1980 to January 1981.

The courses are "intended to provide further education and instruction which will be useful within the Service" and are open to officers and ratings who have suitable qualifications or background.

DCI (RN) 481

☆SD syllabus

Details are announced of syllabuses to be used from 1981 onwards for the qualifying professional examination for promotion to sub-lieutenant (E) on the Special Duties List of officers in the Marine Engineering Sub-Branch.

DCI (RN) 482

☆Reserve promotions

Starting with the autumn 1980 chief petty officer selection boards, a limited number of reserve selections will be made, in order to fill unexpected vacancies arising in the course of the promotion year. See Drafty's Corner, Page 4.

DCI (RN) 538

Save as you earn with the boffins

Perfect conditions for saving money, coupled with free food and accommodation plus extra pay up to about £7 a day are available to sailors who volunteer for scientific studies at the Institute of Naval Medicine, Alverstoke, Gosport.

Those selected will be required to live as a group in an isolation chamber which contains sleeping quarters, galley, heads and showers, washing and recreational facilities.

Tests are designed to register performance and mental ability under varying atmospheric and thermal conditions. The results have an important role in setting the living standards and optimum working conditions in ships, submarines and shore establishments.

DCI (RN) 507

INSTITUTE OF NAVAL MEDICINE
FREE BED & BOARD, EXTRA PAY, ETC



"Guarantee him a fortnight out of reach of the wife and he'll pay us!"

☆R.F.A. rates

Rates of payment for the shipping of personal effects in Royal Fleet Auxiliary vessels have been revised.

DCI (RN) J499

☆Salvage award

H.M.S. Alacrity has been given a salvage award for services rendered to the motor vessel Cargo Liner on 13 January, 1979.

DCI (RN) 449

☆New badge

The new badges for air engineering mechanics will come into use on 1 September, 1980. They incorporate an aeroplane device, with integral letters below to indicate sub-branch category. Stars and crowns to indicate professional qualifications will be added.

DCI (RN) 450

☆Serge kit

A ready-made separate skirt in blue diagonal serge is being introduced for the WRNS to reduce unequal wear on matching jackets and skirts. The new skirt can be maintained separately.

DCI (RN) 468

☆Good ideas!

Awards to naval personnel for inventions and suggestions, made under the terms of the Herbert Lott Trust Fund, are announced as follows—

AMN1 R. Whitear (£260), ELMN1 D. McCaughey (£200), PO(MW) R. L. Baker (£145), REMN1 A. J. Baker (£110), CPO(RS) B. J. Beare, RAN, Lieut.-Cdr. R. F. Sanders and M. J. Richardson* (£100 each), Lieut.-Cdr. H. S. Clark, CRS A. R. Franklin, and CPO A. W. Matthews (£75 each), MEMN2(EL) M. Hollis and MEMN1 D. Wyper (£60), CDR G. F. M. Walker and CEA1 D. Alexander (£60 each), POETS3 H. K. Funnell, RNZN, Lieut. R. J. Humphries (£50 each), Lieut. D. M. Laskey and CPOACMN M. R. Wroe (£50), Lieut., (SD)ME(Hull) C. Hammock, LWriter T. R. Henshaw, CREL J. L. Baker, FCPO G. E. Rooke, and Sgt P. G. Meacham, RM (£35 each), CPO(D) T. O. Settle and Cdr. J. T. G. Bowen (£25 each), CMEA D. G. Pritchard (£20), and FCPO K. J. Thoms (£10).

(*Formerly R.N. personnel).

DCI (RN) 484

☆Social workers

In continuation of the Admiralty Board policy to second a small number of naval personnel for social work training, a selection board will be held in September 1980 to meet the agreed staffing requirements of the Naval Personal and Family Service. Successful applicants will go on a two-year training course.

DCI (RN) 483

BEWARE—DON'T LET THAT PEN BLOT YOU OUT

Plastic ink bottles and ball-point pens can be dangerous to clothing and personal property, according to an official announcement.



"The Supply Officer changed my draft to some place in the Middle East and killed me out himself."

☆'Foreign' routine

In future, WRNS ratings proceeding overseas or returning will undergo the same routine as that followed by the men. All aspects of H.M.S. Dauntless support of overseas units will cease. Tropical kit issues will be made at H.M.S. Nelson barracks.

DCI (RN) 537

A solemn tri-Service document points out that to get a few drops of ink from a plastic bottle on to a stamp pad, it is only necessary to apply light pressure.

Anyone who squeezes a little too rapturously runs the risk of making the nozzle of the bottle pop out, with disastrous results to trousers, skirts, tights, shoes — or anything else which happens to get in the way.

Staff are also advised not to carry any type of official-issue ball-point pen in handbags, pockets, or attached to their personal clothing at any time.

Wherever will they keep them? Perhaps from springy lines attached to ceilings?

There is a chance, says the announcement, "that a change in the viscosity in the ink, when it becomes warm, may result in damage to personal property."

You have all been warned.

DCI (RN) J 476

☆Hooper prizes

Prizes ranging from £10 to £25 are payable in the junior ratings' essay competition run under the Lieut.-Cdr. Hooper Trust. Details are announced of the 1980 titles and rules.

DCI (RN) 506

☆Mountain

Details are announced of the joint service mountain training courses available during the period November 1980 to April 1981.

DCI (RN) J522

N Trust rise announced

Since the last cost-of-living review in relation to the Naval Dependents Income and Assurance Trust (N Trust), the intermediate rate of pay (scale B) for the leading rate has been increased by 15% per cent, and it has been decided to increase both benefits and contributions accordingly. The increases will take effect on October 1, 1980.

The result will be to raise the amount of benefit payable to dependants in the event of the death of a member, thus helping them to cope with the increased cost of living due to inflation.

However, a member who feels that his present cover is sufficient may choose to freeze the benefits.

DCI (RN) 485

☆FS badge

New category badges for WRNS Family Services personnel are now available for issue to chiefs and POs. In each case the badge consists of a circle enclosing the letters "FS" with crown above.

All chief Wrens (FS) will wear the same pattern category badge, and this arrangement (dispensing with CPO badges with crown above and star below) is being extended progressively, and as opportunity offers for all R.N. and WRNS branches and categories.

The new badges replace the existing Welfare Worker (WW) badges.

DCI (RN) 488

☆Theatre festival

The Royal Naval Theatre Festival will be held between March 2 and April 11 1981. For adjudication purposes there will be two regions: "A" for Portsmouth and Medway (to include H.M.S. Daedalus), and "B" for Plymouth and Scotland (to include H.M.S. Heron, H.M.S. Osprey, and H.M.S. Seahawk).

To encourage participation by ships the dates may be extended to allow their entries when operational programmes would otherwise preclude them.

DCI (RN) 539

☆801 Squadron

No. 801 Naval Air Squadron will form at the Royal Naval Air Station Yeovilton on January 28, 1981, being established with five Sea Harriers.

DCI (RN) 479

☆Work, mates!

Black and Decker "workmates" are being provided in the Service to enable work to be done where no workbench facilities are available.

DCI (RN) 496

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Many boys proceed to the Services or Merchant Navy although the development of character and self-reliance is equally suited to civilian life. One year at the school qualifies for remission of six months sea service for M.N. certificates. Application should be made as soon as possible for boys of good health and character for entry at age 14 or 15 years.

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☆Poppy Day

This year Poppy Day will fall on Saturday, November 8, and all Service personnel in uniform may wear the emblems, which are sold for the benefit of ex-Service men and their dependants.

DCI (RN) 510

☆Bright sparks

A new style communications management course will be introduced in February 1981, the aim being to give communications senior ratings the best possible management training to fit them for "charge" jobs at sea. The course will be of ten days duration.

DCI (RN) 512

☆Bakers' choice

Wholemeal bread, as well as white and brown, is now included in naval contracts. Wheatgerm flour is also available, and the announcement mentions that the addition of salt is not necessary in the baking.

DCI (RN) 529

☆Honorary rank

The Admiralty Board has decided that the qualifying period for officers to hold honorary rank on retirement will be an aggregate of at least two years' service in acting higher rank.

DCI (RN) 526

☆Pilgrimage

The annual Roman Catholic combined services pilgrimage to Aylesford, Kent, will be held on Saturday 4 October. All Service personnel, serving or retired, and their families, can take part.

DCI (RN) J532

Londonderry on trials

Trials ship H.M.S. Londonderry was sailing from Portsmouth on October 2 on a deployment which will take her to the Azores and Bermuda this month, Fort Lauderdale and Newhaven, Connecticut in November and St Lucia in early December.

The Londonderry, which will test a variety of new equipment in western Atlantic, is due to return to Portsmouth shortly before Christmas.

Churchill tour

Sea Rangers from T.S. Churchill, Brixham, toured the nuclear submarine H.M.S. Churchill during Plymouth Navy Days.

ALL CHANGE FOR AJAX, ARIADNE

It was a case of "all change" for the ship's company of H.M.S. Ajax at Gibraltar when they packed their kit and marched over to H.M.S. Ariadne.

The transfer was one of the more difficult in the long line of "garage refits" at Gibraltar. Going from a narrow beam, computerised Ikara Leander to a wide-beam, conventional, gun Leander has required a large change over in personnel and a long programme of familiarisation with different equipment.

H.M.S. Ajax arrived at Gib. in mid-August to de-store and prepare for refit. Her ship's company packed up, changed cap tallies and marched over to the Ariadne, where they were soon employed on re-storing their new ship, testing equipment and carrying out harbour acceptance trials. Rear-Admiral G. I. Pritchard inspected the ship on September 5 and passed her fit to start sea trials.

THIRTY FAMILIES

Nearly 30 families took advantage of indulgence and pre-payment flights to spend a week or two at Gibraltar during the turnover.

On a personal note, Capt. Tim Bevan, who took the Ajax into Gib., and who is now commanding officer of the Ariadne, was captain of the Ariadne in 1976 and 1977. To make him even more at home, Lieut.-Cdr. Jim Robertson (Ops. Officer) and PO Leo O'Hagan (Captain's Steward) also made the transfer to take up the same positions they held in the Ariadne three years ago under Capt. Bevan.

The ship has been carrying out sea trials off Gibraltar and was due to return to Plymouth at the beginning of October. Before her return, an assault on the Top of the Rock race had been planned for the whole ship's company.

Call to Ajax

A bosun's call from the wartime cruiser H.M.S. Ajax has been donated to the present ship after being discovered in an antique shop.

Mr. W. R. Davey, of Westerham, Kent, bought the call in Seaford. A thorough cleaning revealed "G. White 7961 R.N.A.S." engraved on one side and "H.M.S. Ajax 1939" on the other.

He contacted the frigate Ajax and discovered that the call was probably given to AB White while the cruiser was in Bermuda in 1939.

Mr. Davey, his wife and two daughters were invited to visit the Ajax in Devonport where he presented the call to her commanding officer, Capt. Tim Bevan.

Manx run is a hit with Cleo

There was at least one request for survivor's leave when H.M.S. Cleopatra left Douglas for Devonport after a memorable visit to the Isle of Man...

Not that anyone was complaining. The Isle of Man is reckoned to be one of the best runs ashore in Britain, and the Cleopatra's visit was no exception.

By coincidence, the ship had been to the island the previous year for King Olav V of Norway's visit for the Manx Millennium.

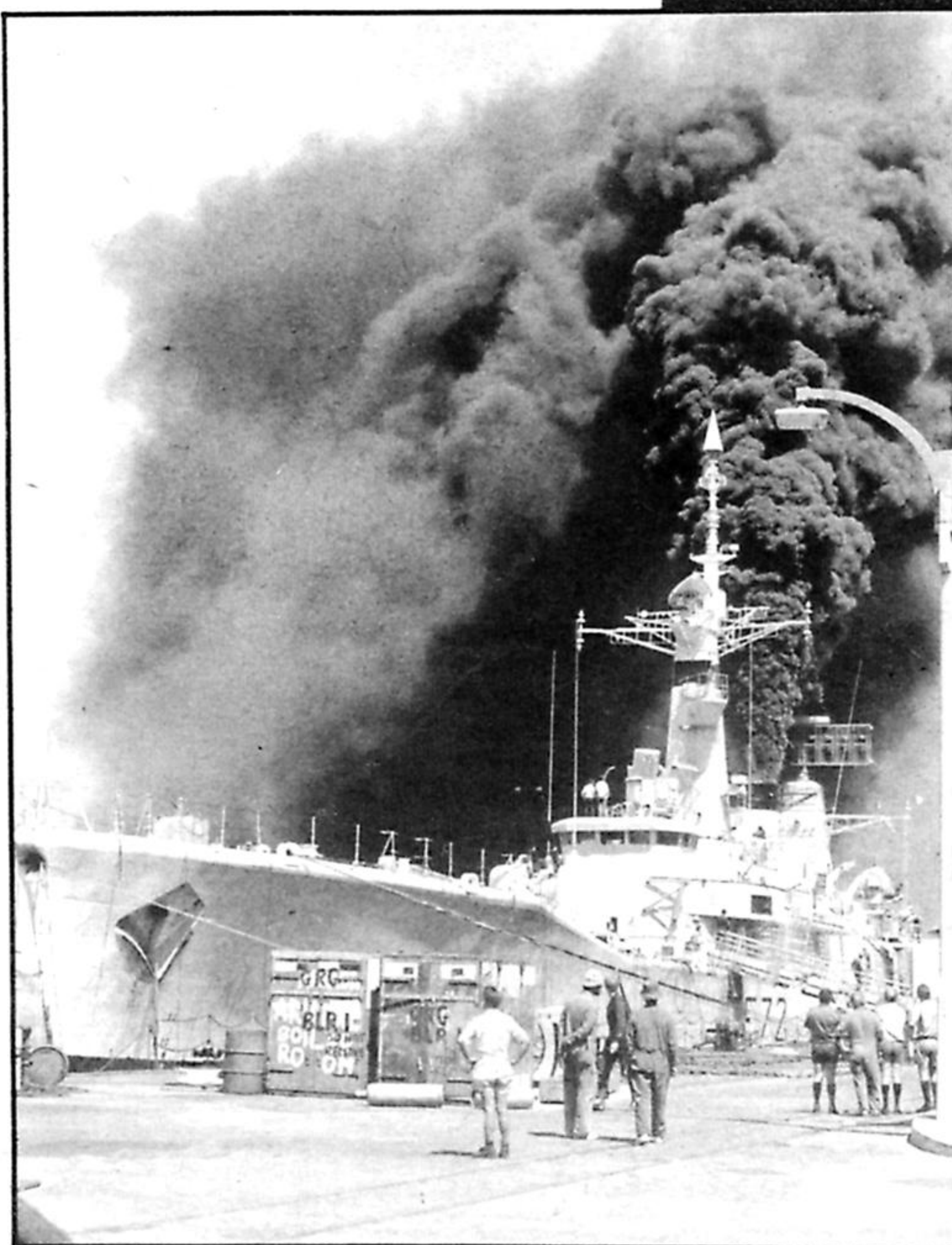
This time the ship's visit was to provide a guard at the meeting of the Tynwald, the oldest parliament in the world.

The Cleopatra's guard of 48 men was commanded by Lieut. Eric Crossfield and Sub-Lieut. Sean O'Reilly, and provided a military contribution with the Bands of the Royal Marines and the Royal Scots Guards, and the trumpeters of the Blues and Royals and Lifeguards.

VIKING RACES

Ceremony apart, the ship's company was lavishly and generously entertained at night-clubs and hotels, and involved in sporting contests ranging from squash and rugby to Viking boat racing!

Flag Officer Plymouth, Vice-Admiral Sir Peter Berger, flew his flag for the visit, and welcomed guests to an official reception on the flight deck.



As far as we know smoke screen tactics are not being reintroduced into the Fleet. This spectacular picture shows H.M.S. Ariadne blowing soot on flashing up for the first time after her Gibraltar refit.

Picture: LA(Phot) Colin Morgan.

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Recruiting figures improve

Total recruitment to the Royal Navy in this year's April-June quarter was nearly 25 per cent. higher than in the same period of 1979.

Male officer entrants increased by nearly 38 per cent., although the numbers were relatively small in both quarters because of the seasonal nature of recruiting. The recruitment of Servicemen increased by 27 per cent.

Total outflow was eight per cent. lower than in the same quarter of 1979, but continued to be influenced by the large number of applications to leave prematurely that were made in the early part of 1979 and are only now taking effect.

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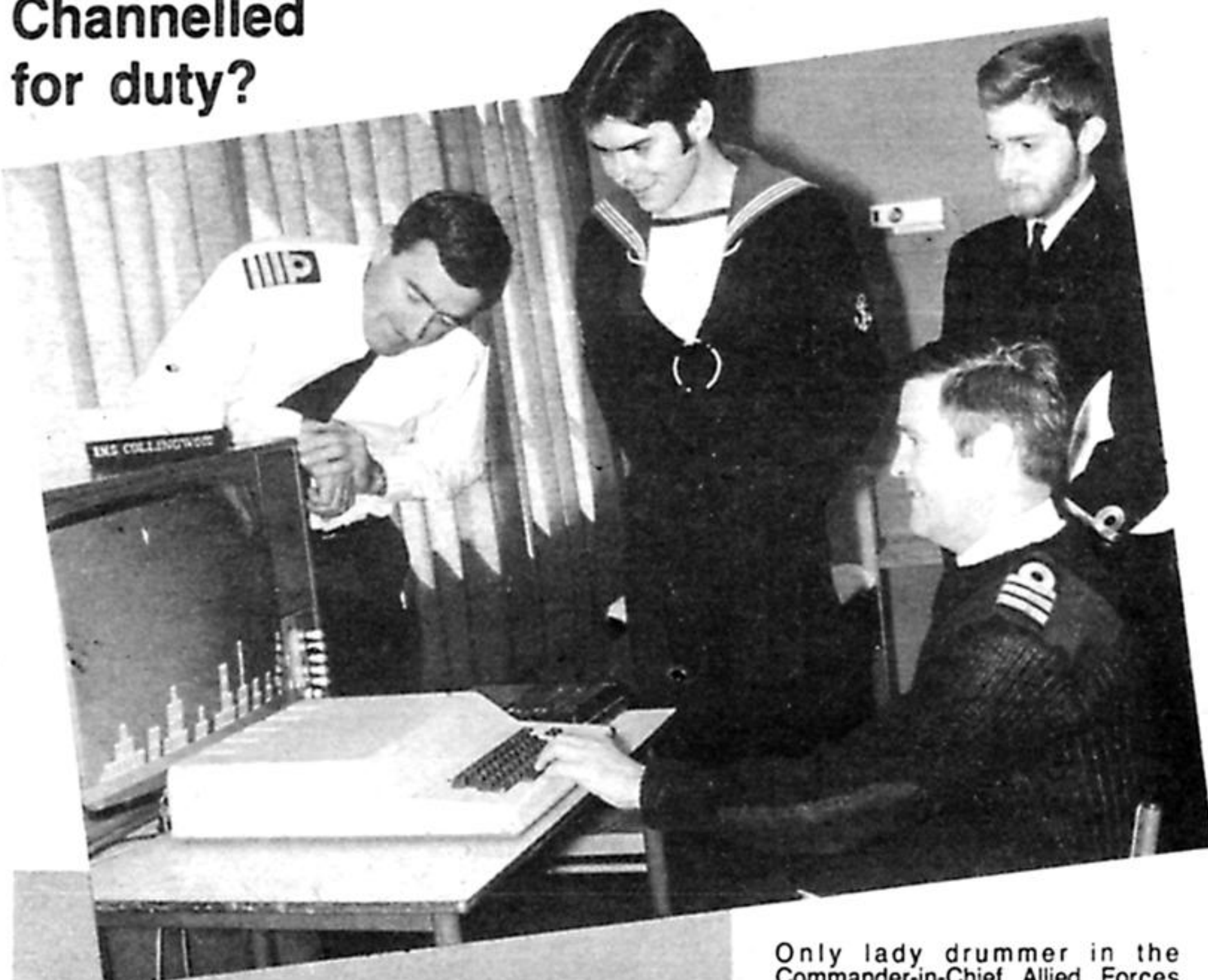
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PEOPLE IN THE NEWS

Channelled for duty?



Typed duty lists could become a thing of the past in H.M.S. Collingwood if LWEM(R) PAUL THOMPSON has his way. He has built a computer which can flash up the duty roster "on telly" at the touch of a button.

Paul, who has been doing a Leading Rate course in the Mechanic School in Collingwood, has hooked his messmates on "Space Invader," computer draughts and other games he invented himself.

Pictured seated at the computer is Cdr. D. G. SMITH, Commander of the Mechanic School, watched by Capt. P. R. H. COLLINSON, Captain of Collingwood, LWEM(R) Thompson (centre) and Lieut. G. TAYLOR (right).

Only lady drummer in the Commander-in-Chief Allied Forces Southern Europe band is LWren Writer (G) SHEILA HOUGHTON, pictured here with POWEM(R) CHRIS WASPE, the only Royal Navy member in the U.S. Navy Band. He also plays the drum. Sheila and Chris, who both work in the Communications Division at H.Q. Allied Naval Forces Southern Europe, recently took part in Kiel Week in Germany and performed at a "Concert of Nations" with bands from several NATO countries.

Picture: LA(Phot) D. Wigfield.



Juno and the Pope

Commodore DAVID ARMYTAGE and Mrs. Armytage met the Pope when they visited Rome with a party from H.M.S. Juno, Commodore Armytage's flagship in the Standing Naval Force Atlantic.



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ALL THE RANK IN FILE . . .



It's a rare occasion when officers of every rank from midshipman to admiral gather in one place on the same day. This picture was taken at R.N.E.C. Manadon's graduation day and shows (left to right) Mid. Neil Everest, a degree student; Sub-Lieut. Anthony King, an application course student; Lieut. Kit Reeve, the only schoolie in the WE Section; Lieut.-Cdr. Mike St Aubyn, first lieutenant of the college and the college seaman representative; Cdr. David Wixon, the incoming Executive Officer; Capt. David Oddie, the outgoing Executive Officer; and visitors for the graduation day; Commodore J. E. K. Croydon, DUWP(N); Rear-Admiral W. A. Waddell, FOAIB and Chief Naval Instructor Officer; Vice-Admiral L. S. Bryson, DGW(N) and Chief Naval Engineer Officer; and Admiral Sir Desmond Cassidi, Second Sea Lord.

Bill hangs up his keys

Mr. BILL STROUD has retired after 16 years as hall porter at the Old Naval Academy officers' mess in Portsmouth naval base, believed to be the oldest mess in the Royal Navy. Bill served in the Navy for 27 years before joining the mess staff.

Oxford honour

Latest in a series of literary honours for naval historian Capt. STEPHEN ROSKILL has come from the University of Oxford, where he has been admitted to the degree of Doctor of Letters.

Author of a dozen books on recent naval history and related matters, including the four-volume History of the War at Sea, 1939-45, Capt. Roskill is a Life Fellow of Churchill College, Cambridge. This university had already conferred a doctorate, and he also holds an honorary doctorate from Leeds and he was elected a Fellow of the British Academy.

During naval service he was a gunnery expert, and his skill played a major part in keeping the cruiser H.M.N.Z. Leander afloat after she had been hit in the boiler room by a Japanese torpedo.

In good supply

Putting their new skills into practice are the first four WRNS officers to complete the full 15-week junior supply officer course in H.M.S. Pembroke. They are (left to right) Third Officers CHRISTINE LORRIMER, JEAN MARIE TERRY, LENISE MILNES and AILSA FLEMMING. WRNS officers who complete the course will be interchangeable with R.N. supply officers in shore appointments in which sea experience is unnecessary.



On the trail of Drake



Two Royal Marines, Capt. IAN GARDINER and Sgt. IAN McDONALD, have joined the Kenya expedition of Operation Drake. Sgt. McDonald (pictured left) is to act as diving supervisor and leader of an offshore group working on wreck diving and coral survey projects.

Capt. Gardiner will be swapping his horse for a camel as he takes charge of three major ventures, including a camel trek along the route used by Count Teleki Von Szek in 1888. His other projects are a study of the wild Lake Turkana area and to mark the boundary of Sibilot National Park with stone cairns.

Operation Drake is a two-year, round-the-world expedition involving young people and servicemen in scientific, exploration and community work. It is based on circumnavigation by the 150-ton brigantine Eye of the Wind, which is following closely the route taken 400 years ago by Sir Francis Drake in Golden Hind.

H.M.S. Porta...what?



"I name this ship H.M.S. Portakabintion . . ." has to be one of the more memorable lines ever heard at a naval commissioning ceremony. Specially when the "vessel" turns out to be a metal box with its very own Ton-class pennant number, funnel badge and name plate!

Cdr. Derek Ancona, senior officer of the Tenth Mine Countermeasures Squadron R.N.R. ships had no ship — unlike his colleagues in the MCM Flotilla. So he jokingly dubbed his temporary office "H.M.S. Portakabintion." Mail and signals began to arrive for "H.M.S. P," so Cdr. Ancona decided to make it official.

Clerical assistant Janice Marshall was persuaded to wield the champagne bottle, and a Portakabin-shaped commissioning cake was baked to mark the occasion. Unfortunately, Cdr. Ancona, pictured above with Janice, had to leave his ship a few days later to take command of H.M.S. Gannet at Prestwick.

● H.M.S. Portakabintion's pennant number, M1217, follows that of the last Ton-class ship, H.M.S. Crofton, which is M1216.

Ringling success

A swap of ship's bells by Rear-Admiral R. R. Squires, Flag Officer Submarines, and Vice-Admiral J. Allen, Canadian Maritime Commander, ensured that the bells of H.M.S. Warrior and H.M.C.S. Warrior now hang in their rightful homes.

The last ship to be named Warrior was a light fleet carrier which during her career served with both the R.N. and R.C.N. After she was sold to Argentina in 1958 the bells which she had acquired during her Anglo-Canadian service were disposed of, and only recently re-located.

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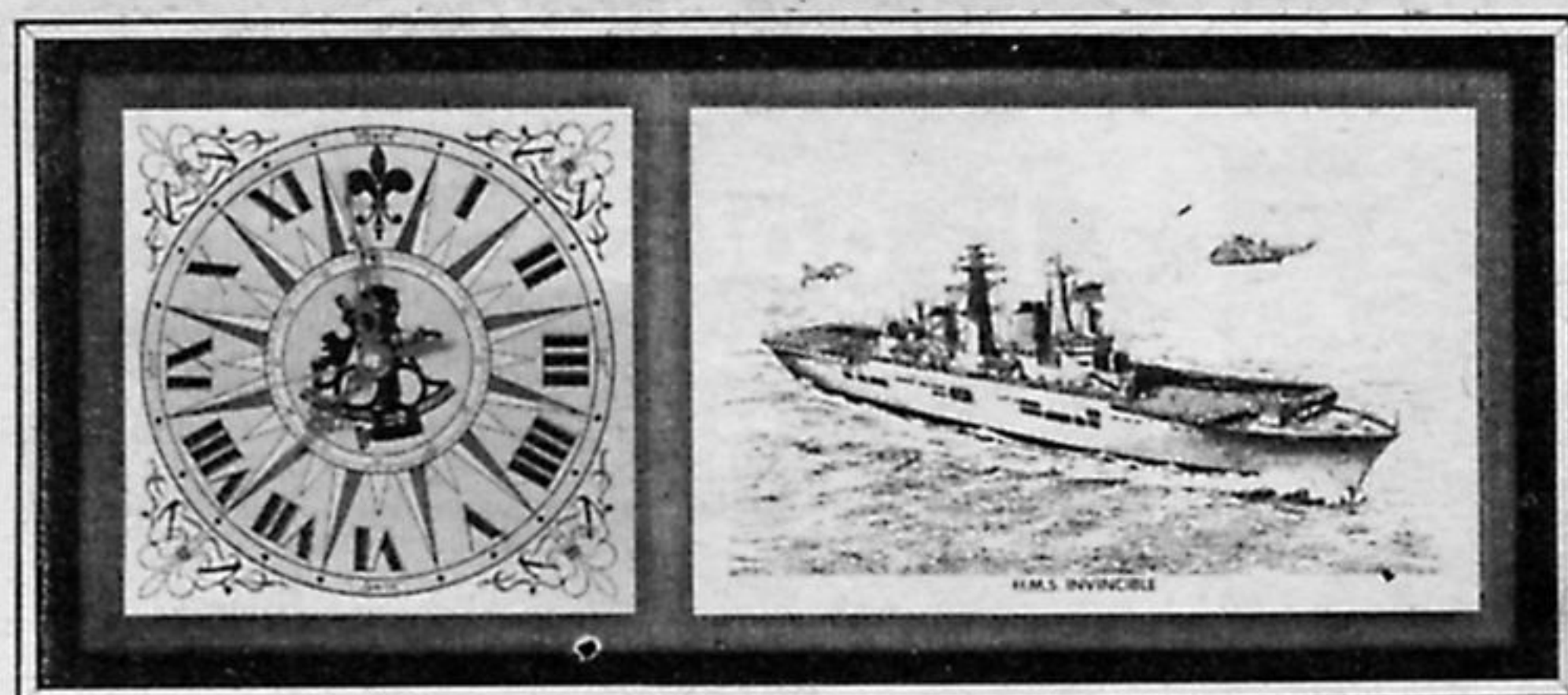
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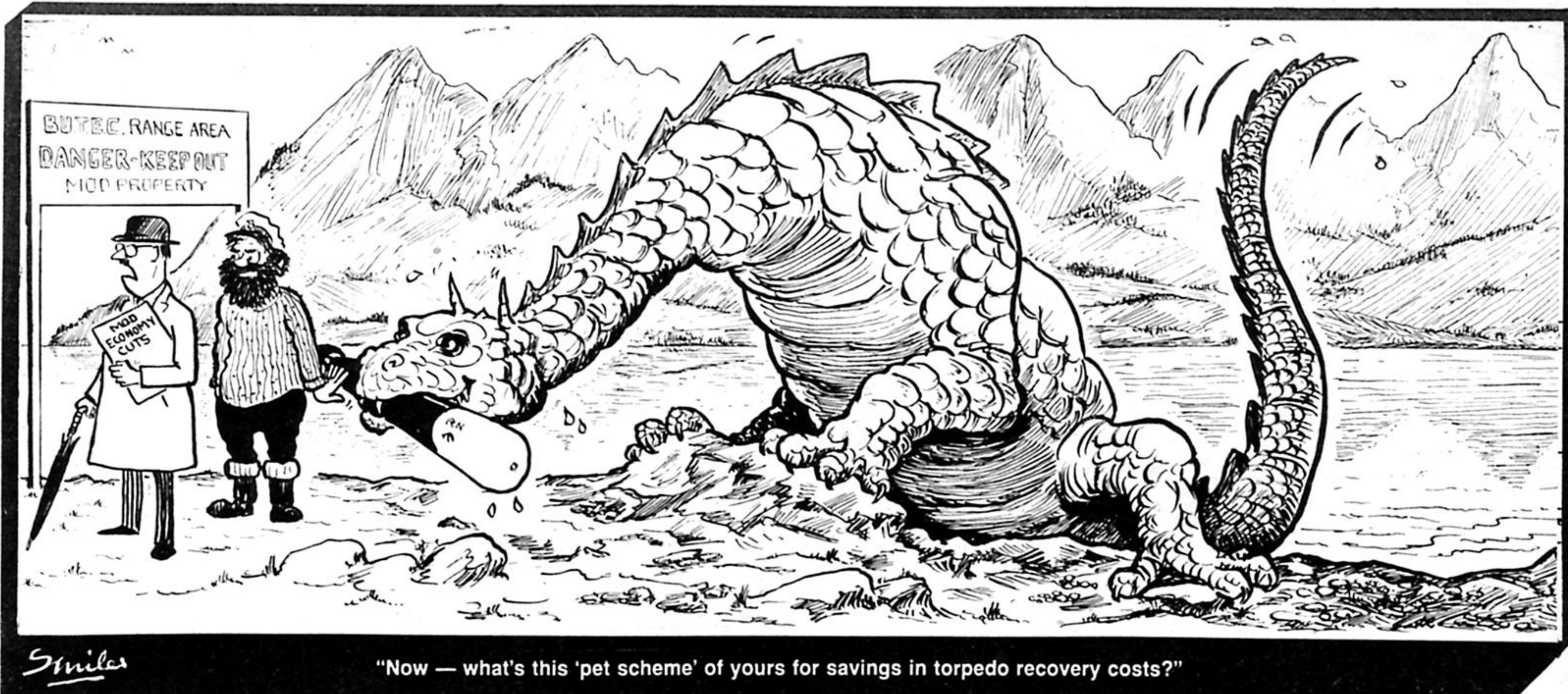
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NEWSVIEW

Long time no sea? 'Not too long' hope

With economy a key word in the defence vocabulary for the coming months at least, a seeming paradox arises.

On the one hand loom the mind-boggling billions of projects like Trident; on the other lies the need to save the pennies, let alone the pounds. Yet the case can be made out for both.

The defence budget has increased this year but, as costs rise, the bills have been coming in fast, and now the heat is on to contain spending within the cash limits.

While the "squeeze" may prove gentle for some, no one should be surprised to find many spheres affected.

The challenge

It would be unrealistic to pretend that economies affecting areas like stores, transport, new orders for equipment, and recreation and community projects will not hurt or inconvenience to some degree.

At the same time the need for such a spending "squeeze" is being stressed, however unpalatable the economies to those involved.

Running a navy calls for enough men for the ships and enough ships for the men, which is not the same thing — while behind a missile-age force there also has to be major shore support. Keeping it all in step and retaining fighting efficiency as economies bite will be the task. Patience, co-operation and resourcefulness may well be needed.

Mixed view

When the economies were announced further measures were foreshadowed, and now it has become clear that, with a cut-back in fuel consumption, some changes in the Fleet programme will be involved.

From a personal point of view a reduction in sea-running time will, doubtless, receive mixed reaction. Some will welcome it if longer periods in base ports are involved. Equally, it will be appreciated that most of the young men now joining the Service in increasing numbers do so, like the generations before, because of the lure of the sea and ships, and the chance to see something of the world as young men.

Too much "Long time, no sea" would do little to fulfil the promise of sea time inherent in taking up a naval career, and perhaps even less for the chances of holding them.

HELICOPTER FOR THE LATE 1980s

An anti-submarine helicopter in the 12-13 tonne class to meet the needs of the Royal Navy and the Marina Militare Italiana in the late 1980s is now starting its joint project definition phase.

Initially, the EH-101 will be designed, developed and built to perform the anti-submarine and anti-surface vessel warfare roles of the two navies.

Airframe, engines, basic systems and basic avionics will be common to both versions, with major differences in the area of specialised role equipment.

Farnborough

An announcement on the occasion of the 1980 Farnborough International Air Show said a new company, EH Industries, had been formed by Westland Helicopters and Agusta in anticipation of an agreement by the British and Italian governments to launch a joint Sea King/SH3D replacement programme.

This company, based in London, will hold the contract for development of the new helicopter, and will sub-contract the work to Westland Helicopters, Agusta and the equipment suppliers. A Joint Government Agency will also be set up in London.



Artist's impression of the EH-101 anti-submarine helicopter designed to meet the needs of the Royal Navy and the Marina Militare Italiana in the late 1980s.

During the past 18 months Agusta and Westland have been involved in co-operative studies on the joint anti-submarine helicopter requirement.

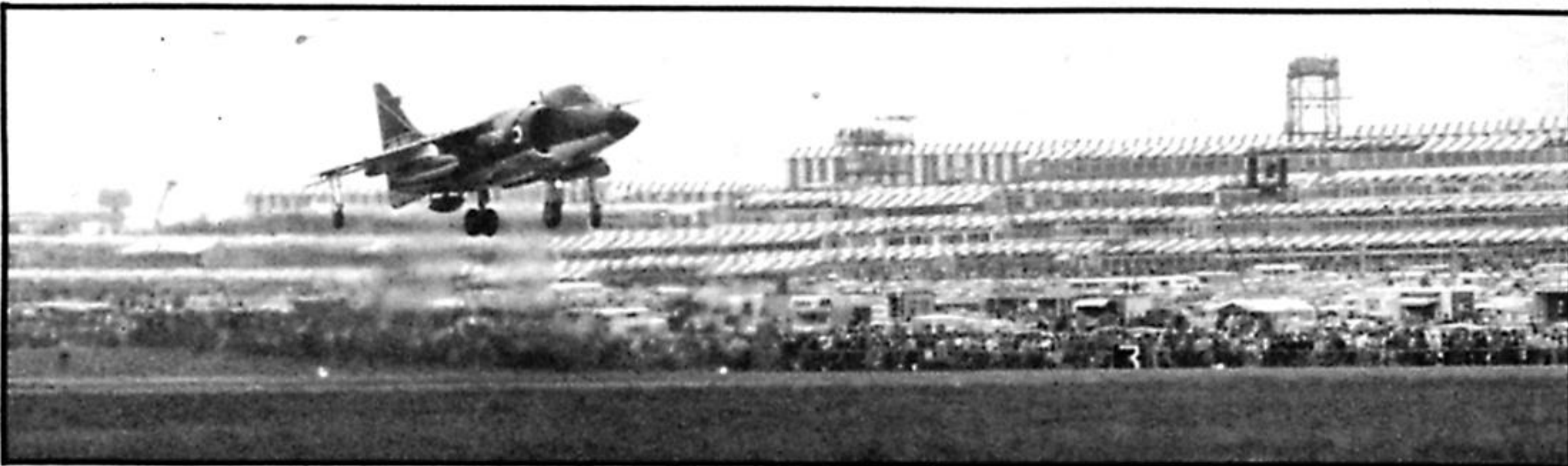
The EH-101 will have three engines and will incorporate the latest available technology of composite material, electronics

and data handling systems. It will have a maximum all-up-weight of about 13 tonnes and similar overall dimensions to the Sea King/SH3D.

Its disposable load of six tonnes will be about 50 per cent. greater than that of the Sea King.

Sales of at least 750 EH-101 helicopters of all variants are expected, outside the U.S.A., in the first 15 years of production.

SEA HARRIERS IMPRESS



Sea Harriers of 800 Squadron made a bang at this year's Farnborough International Air Show — with the assistance of a few other naval representatives.

Part of the display by aircraft from the Front-Line squadron was simulated low-level bombing attacks, with the bangs created by an explosives team from R.N. air station Yeovilton and

H.M.S. Vernon.

The Sea Harriers completed their display with an impressive fly-past and hover manoeuvres in formation.

Picture: PO(Phot) T. J. Tierney

Exeter completes the 'River Plate' trio

With the commissioning of H.M.S. Exeter at Portsmouth on September 19, the return to service of a famous trio of ship names has been completed.

The Exeter, latest of the Type 42 destroyers, joins the Leander-class frigates H.M. ships Ajax and Achilles in the Fleet. The predecessors of all three were cruisers responsible for the sinking of the German raider Graf Spee at the Battle of the River Plate in 1939.

About 150 men who served in the old Exeter, sunk by the Japanese in 1942, attended the commissioning ceremony. And among the special guests was Admiral Sir Desmond Dreyer who, as a lieutenant, was the Exeter's gunnery officer at the famous battle. His connection with the ship is a family affair, for his son — Capt. Jeremy Dreyer — is the commanding officer of the new vessel.

Principal guests at the ceremony were Mrs. Joan Mulley who, as wife of the then Defence Secretary Mr. Fred Mulley, launched the destroyer in 1978; Admiral Sir Frank Twiss, senior survivor from the previous ship; and the Mayor of Exeter, Mrs. J. M. Richardson.

RECRUITING FLOAT

The commissioning cake was cut by the commanding officer's wife, Mrs. Tony Dreyer, and 17-year-old JMEM Alexander Reilly. Following the ceremony Capt. Dreyer inaugurated a recruiting float featuring a 35ft. model of his ship, and which will be used at "Meet the Navy" displays throughout the country.

The 3,800-ton missile destroyer is the seventh of her class and first of the second batch of Type 42s equipped with the new 1022 long-range aircraft surveillance radar and greater computer capacity. Built at the Wallsend yard of Swan Hunter, she was handed over to the Navy on August 30.



Pictures: PO(Phot) Len Cobbett.



H.M.S. Exeter, the Navy's newest Type 42 guided missile destroyer.

BLUE LINER . . .

Perceptive guests at the commissioning of H.M.S. Exeter were surprised to see that the ship was sporting a bright blue bottom.

Her distinctive hue from the line down is not an attempt to bring a little more colour to the Navy; the Exeter has been chosen to evaluate a "self-polishing", anti-fouling paint which makes life very diffi-

cult for barnacles and other hangers-on. And that could improve the ship's cruising speed.

The paint, used on such ships as supertankers and the Q.E.2, is supplied in only yellow, green or bright blue. A special order for regulation black would have to be a very large one and will not be made until the evaluation is completed.

Liverpool launched

H.M.S. Liverpool, the Royal Navy's tenth Type 42 destroyer, was launched by Lady Strathearn, wife of Defence Minister Lord Strathearn, at Cammell Laird's Birkenhead shipyard on September 25.

The Liverpool was built under cover in a construction hall, then extruded by means of hydraulic rams and a sliding system on to an outside slipway. She is the first naval vessel to be constructed using the extrusion process.

Birds are so popular in Scandinavia!

Scandinavia got two Birds from the Royal Navy in August — but far from causing an international incident, the action won a royal thank you.

The Birds in question were H.M. ships Kingfisher and Cygnet, whose presence at the celebrations to mark the millennium of the Danish city of Hobro gained them an appreciative signal from Queen Margrethe.

Both commanding officers of the patrol craft — Lieuts. Jamie Miller (Kingfisher) and Tim Nelson (Cygnet) — attended a royal reception on board the Danish royal yacht Dannebrog and a city lunch for the Queen in Hobro.

After their royal duties, the ships' companies were treated to sightseeing tours and inundated with invitations to sailing trips and barbecues.

WARM WELCOME

Earlier in their 2,000-mile deployment, the vessels visited Sweden where temperatures of 115 degrees F matched the warmth of the welcome. They berthed at Karlstad for a six-day visit after negotiating the 50-mile Gothenburg Canal and Lake Vanern.

Following their visit to Denmark, the ships made an overnight call on Kiel for refuelling and sightseeing, returning to Rosyth via the Kiel Canal.

During the deployment the craft completed 50 berthings, their sea duty men being closed up for more than 17 hours at a time in the canals. The deployment was a major achievement for the small ships, which normally have to rely heavily on base support.

Base Ports list

Two amendments concerning MCM vessels should be noted to the Base Ports lists published last month based on information supplied.

H.M.S. Nurton should be shown as Portsmouth-based (not Rosyth), and H.M.S. Sheraton, at present in refit, as Rosyth (not Portsmouth).

An "updating" now notified means that H.M. submarine Osiris, which has been in refit at Devonport, becomes based at Portsmouth (Gosport).

Six of the best



R.N. air station Culdrose's rescue record got knocked for six on August 26 when the duty Search and Rescue Wessex helicopter of 771 Naval Air Squadron carried out half a dozen mercy missions.

The previous record was five in a day, two years ago. Not that it is the sort of record Culdrose wants to go on breaking — it doesn't. But with holidaymakers blithely ignoring danger warnings, the Wessex crew spent their bank holiday Monday flying from one emergency to another. Pictured with Coastguard Liaison Officer Brian Hodson are SAR record-breakers (left to right) diver LACMN Scouse Slater, winchman LACMN Steve Woolley and pilot Lieut. Jerry Grayson.

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HOME ON THE RA



The kind of spectacular Scottish scenery which the Navy men and families at BUTEC come to take for granted.

A spot of relaxation in the BUTEC centre of entertainment, the Navy Club at Balmacara House, which is used by officers and ratings, MOD civilians and contractors, and by guests.

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"Kyle of Lochalsh" has a rich rolling sound which breathes the spirit of the pipes and the heather, though in Service terms it means less about the Monarch of the Glens than about a naval facility known as BUTEC.

Anyone appointed or drafted for service there (or who might wish to volunteer) will find himself at the British Underwater Test and Evaluation Centre — a torpedo-testing range now well established in the inner Sound of Raasay, on the north west coast of Scotland and near the tip of Skye.

The range now has its new terminal building — just built and handed over — while a permanent shore support base has been constructed at the Kyle of Lochalsh. After spending nearly five years at BUTEC, Mr. Tom Kinna was pleased to supervise the recent move into this support base, which is now about two-thirds complete. When he arrived in Kyle in October 1975 to become Resident Naval Officer, the buildings consisted of two Portakabins, and his office was in the old station buffet and ladies' waiting room on the quaint platform of British Rail's Kyle of Lochalsh station.

Gradually the Portakabins increased to — and BUTEC became known as Portakabin City. Now, as the new shore support building has grown, their numbers are dwindling and they are used mainly by contractors.

About 135 people are based at BUTEC, including 40 naval personnel and staff of the Royal Naval School of Maritime Operations (RNAS) and RMAS. The naval contingent comprises six officers, ten senior rates and 25 junior rates.

Flexible routine

BUTEC operates as a naval establishment, but because it is a weapons range — and also concerns research and development — the programme is varied and frequently has to be changed because of weather or alteration in ships' programmes.

"Sea riders" — WE and Seaman ratings sometimes have to work long days on the range, occasionally for a week at a stretch, but against this there is the advantage of flexible routine.

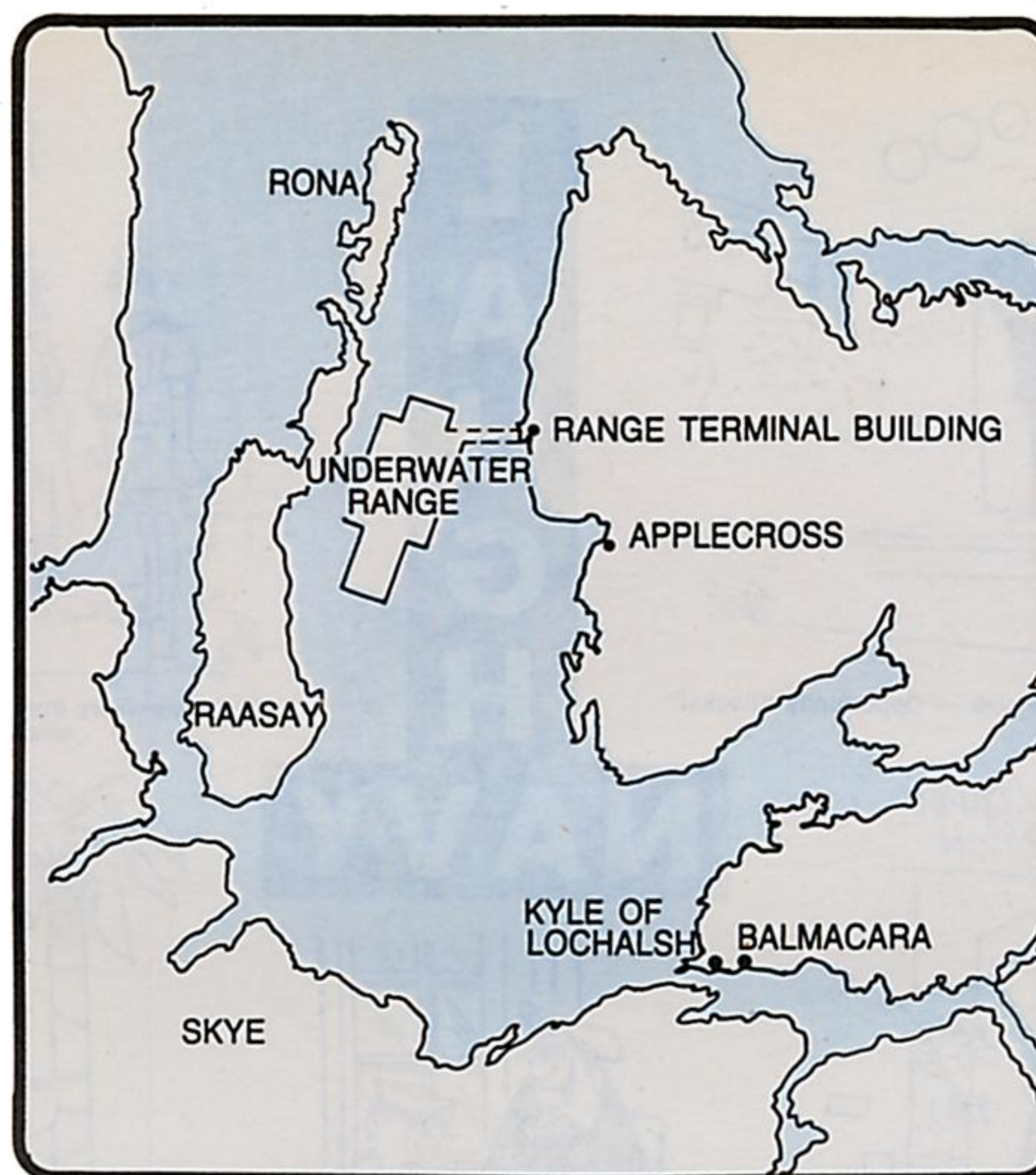
Developed during the 1970s, BUTEC tests and evaluates torpedoes both in service and under development. Involved are submarines and ships, including RMAS vessels, aircraft, naval and MOD personnel and civilian instructors. The Navy men work on duties such as large communications, radar safety plot, range surveillance, torpedo recovery, maintenance and operation of target equipment and on base communal tasks. Contractors are closely involved with the monitoring and recording task in the range terminal building, together with MOD scientific personnel, and this new building has been completed in long, low style to blend with local scenery. It is about five miles north of the village of Applecross, which is in itself 17 miles from Kyle by sea and 45 by road which rises to 2,065 feet and goes over the High Pass of the Cattle.

Public attention

Several years ago the range came to public attention when extra steps were taken to protect the underwater range after extensive damage to equipment in incidents involving fishing vessels.

The remoteness of the area, one of the attractions for those weary of city lights, has had the effect of increasing the cost of housing here. However, there are 17 attractively-situated married quarters, whose residents include ten naval families. An official statement some time ago went to pains to spell out what it is like to live in the Western Highlands. For instance, BUTEC is nearly 600 miles from Portsmouth, 700 miles from Plymouth and even 200 miles from Rosyth.

Said the official "travel brochure": "Stamina, adaptability and a sense of humour are necessary attributes for those working for BUTEC."



BUTEC is
nearly 600
miles from
Portsmouth,
700 from
Plymouth,
even 200
miles from
Rosyth...

'The establishment is in one of the most beautiful parts of the Western Highlands...'

New arrivals will find banks, schools, post office, a limited selection of shops, doctors and a visiting dentist, but also a cost of living which is somewhat higher than the national average.

However, the BUTEC contingent, including families, has become considerably involved in local community life. Apart from social activities run by the Navy Club, the Service sports teams are in great demand to compete in local events, and they are involved in fund-raising activities to boost funds for the extension of Broadford Cottage Hospital on nearby Skye.

And there are, of course, other compensations. The establishment is in one of the most beautiful parts of the Western Highlands, the scenery is magnificent, and there is great scope for outdoor activities, including walking, sailing (there are Bosun dinghies), and fishing.

Single and unaccompanied personnel have been living in Balmacara House, a large seashore property about four miles from Kyle and which is planned as a permanent naval hostel. However, while this house awaits modernisation the ratings are living happily in the nearby two-star Balmacara Hotel.

At Balmacara House, however, there remains open the thriving Navy Club run by a committee of officers and ratings — and possibly unique in the Navy at present in drawing its members from all ranks and rates, as well as civilians and RMAS. Besides such indoor diversions as pool, table tennis, darts and a bar, it provides a welcome centre of entertainment with regular film shows, cabarets, discos and socials for all BUTEC personnel, together with various associate members from the local community.

There is a flourishing wives' club with 40 members, and this has been run by Mrs.

Joy Kinna, wife of the RNO. It is open to the wives of all BUTEC personnel and holds regular meetings, lectures, coffee mornings and outings.

There is a ferry link from Kyle to Skye, and a rail link to Inverness, nearest major centre at 85 miles distance.

BUTEC comes under the operational and administrative aegis of Commodore Clyde. After his five years' stint at Kyle as Resident Naval Officer, Cdr. Tom Kinna has just departed, being succeeded by Cdr. Keith Rogerson. First lieutenant for the past two years has been Lieut.-Cdr. Norman Shaw.

Said RPO Trevor Carnall, whose duties include sports officer and junior rates' accommodation officer: "The lads are contented and work hard. Most of them are 'pressed' to come here, but once here they want to stay as the way of life grows on them."

And marriages and engagements with Highland girls are not unknown. For instance WEM(R) Willie Nelson has recently married Flora, a Kyle girl, and settled into a married quarter.

All who go to Kyle, whatever their feelings, will agree on one thing — there's no other British naval base to match scenically this Western Island setting.



Below — Busy working on maintenance of a Stingray target is WEM(R) Willie Nelson, who recently married a local girl and moved into married quarters at BUTEC.

Colour pictures by Wren(Phot) G. Lloyd, H.M.S. Neptune.



Far left — A recovered Tigerfish torpedo is lifted from an RMAS vessel at BUTEC.

Left — Balmacara House, the large property which is to be modernised as a permanent home for single and unaccompanied ratings serving at BUTEC. The building on the right houses the Navy Club.





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"Count to a hundred, then come and find me!"

When death fell from the skies

Seeing grotesque children's gas masks in museums is quite a laugh for today's youngsters, but for their grandmothers they are reminders of the days when death fell from the skies and war came into the little streets.

Battle of Britain, by Len Deighton, published by Jonathan Cape (price £8.50) is a richly illustrated and splendidly presented work which tells of the attempt by Nazi Germany to defeat the Royal Air Force in preparation for invasion.

The German Air Force, the Luftwaffe, was far superior, but was handled with a careless expectation of quick triumph. It didn't happen.

On this side of the Channel, Britain's fighter strength was committed with great caution, with the result that no matter how the Luftwaffe flung in its squadrons, there were always planes waiting to defend.

UNACCEPTABLE

While the Luftwaffe was not defeated, it suffered unacceptable losses. Failure to knock out R.A.F. Fighter Command meant that it lost the Battle of Britain, and with that the possibility of ever sending an invasion army across the Channel.

But it was a near thing. At the end of the Battle, Fighter Command was about at the end of its tether, having had just enough reserves to keep going. The scales could easily have been tipped one way or the other, but luck was on our side.

Success for Britain marked "the end of the beginning." A long, long war still awaited.



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Submarine technology past and future

In few areas of human antagonism are greater scientific efforts being made than in the efforts to combat the underwater weapon platform from which the world as we know it today could be destroyed.

Author Alfred Price in his book "Aircraft versus Submarine," first published in 1973, examined the problem in detail, and he has now produced an updated version available from Jane's at a cost of £8.95.

See-saw

Since the aeroplane first arrived on the scene to tip the scales heavily against Germany's U-boats, there has been a see-saw of technological ingenuity which would be quite fascinating if viewed in detachment

from somewhere like Mars. We, however, have to live in a world unable to make better use of its genius.

The Second World War ended not a day too soon for the Allied forces. Nazi Germany was assembling a fleet of super submarines which would have caused havoc before opposing scientists could have found the answer.

Subsequently, however, the potential threat paled into insignificance before the advance of nuclear propulsion and the development of Polaris missiles.

Mr. Price, in his updated book, takes a

closer look at the situation today, pointing out that beyond nuclear power is the probability of the use in smaller submarines of fuel cells (devices able to convert chemical fuels directly into electrical power).

Operating depths have increased from 160ft. in 1914 to over 2,000 for the present-day deep-diving boat, "and already boats with a limiting depth of 15,000ft. are being openly discussed."

If these craft were built from austenitic steels or other non-magnetic materials they would cause little or no distortion of the earth's field that could be detected.

The frightful destructive power of the submarine, coupled with developments towards undetectability, suggest an intractable problem, but history indicates that there is always a scientific counter.

Immunity

The "super sensor," if it is ever produced, could send the submarine into uselessness, and Mr. Price's conclusion is that the aircraft remains the best anti-submarine platform we have at present, especially having regard to its high speed and level of immunity from counter-attack from the deep.

His book gives the history of the aircraft v. submarine struggle from its start at the end of the First World War, and includes the latest available information on the progress of the battle of brains.

BOOKS

Seeking a balanced view of the hero

With such a complex character as that of the late Earl Mountbatten of Burma, it is impossible to describe him in a few words, but perhaps "this swashbuckling dynamo" — the way in which he was once summed up — comes nearest as an indication of his personality.

He certainly loved to swashbuckle, cutting a dash in battle or with pretty girls, and his "dynamo" marked him out, whatever the company, leading to a title which no one can deny as one of the greatest men of our time.

In the first full-length biography of Lord Mountbatten, Richard Hough produced a book which has come to the public amid some controversy.

Because of all that has been written about Lord Mountbatten in the past, and especially because of the television serial, the book travels over well-trodden ground, but it also delves into lesser

known aspects of the subject's life, including the domestic problems arising from marriage to a rich, restless, beautiful (and sometimes indiscreet) "bright young thing."

In the granting of independence to India, and in the partition of that unhappy land, the Earl and Countess of Mountbatten were the last Viceroy and Vicereine.

Sobering

Their "success" in that difficult and demanding task is not how Mr. Hough sees it, but in these and other criticisms or scandals, while there may be matters which some would have preferred to see omitted, the general impression remains of a biographer striving to maintain a balance between adulation of a hero and the sobering reflection on man's imperfections.

Anyone picking up *Mountbatten, Hero of our Time*, published by Weidenfeld and Nicholson (price £8.50), however familiar he may be with the main



Gift of the gab

Mountbatten at his best... the raconteur, holding a lower-deck audience spellbound. This occasion was during a reception for ratings on board H.M.Y. Britannia during the 1977 Royal Fleet Review.

Picture: PO(Phot) Tom Suddes

facts, is unlikely to escape the lure of reading on without pause this well-written account of an outstandingly remarkable life against the background of some of the greatest events of modern times.

Sailors will love it, though today's matelot would be unlikely to understand the awe which their bell-bottomed grandfathers held for "captains with a handle to their name." The Lower Deck loved the titled gents who shared their lives, forgiving their riotous affluent parties in Malta, and giving unwavering loyalty — especially when the gent happened also to be a born leader,

with the gift of the gab and a breath-taking impudence in keeping his end up with the top brass.

However, the top brass did not quite share their regard for the dashing young Dickie Mountbatten, though it seems incredible in the present day to recall that he was twice black-balled for membership of a club, even though it happened to be that bastion of the Establishment, the Royal Yacht Squadron. He didn't win all the time, and found snubs hard to bear.

Penfriends

The stories about Dickie are legion, and most of them have been told many times, but the hundreds of Royal Navy sailors who every month find a penfriend through Navy News might like to know that Lord Mountbatten once sent a letter to a local newspaper, saying "A young naval officer, injured and in hospital (he had a broken ankle through skating) desires correspondence." He signed the letter "Battenburg."

The letters (as they do today) came pouring in, some proposing marriage. He sent them off to his naval officer brother, suggesting that they should be distributed in H.M.S. New Zealand's wardroom. Perhaps, like the Navy News "penfriends," some of the letters may well have ended with wedding bells.

IN BRIEF

The Master Mariner Book 2 'Darken Ship', by Nicholas Monsarrat, published by Cassell (price £4.95). This is "The Cruel Sea" author's unfinished novel. More than 100 pages are his definitive text, the remainder winding up the story in his own words from working notes. The writing is as dramatic and compelling as anything which went before.

Ramage's Signal, by Dudley Pope, published by Martin Secker and Warburg (price £6.50). This

is the eleventh novel about our hero's swashbuckle in the days of Nelson's Navy, told with that fastidious attention to detail which has marked the author's work.

The Cruellest Night, by Dobson, Miller and Payne, published as a paperback by Arrow. The grim story of Germany's Dunkirk and the sinking of the Wilhelm Gustloff with 8,000 refugees fleeing from the advancing Russians. Most of them perished in the worst sea disaster of all times.

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CALLING OLD SHIPMATES

Formers members of the ship's company of H.M.S. *Howe* are holding a get-together in the Mountbatten Room, Nautical Club, Birmingham, on October 29 at 8 p.m. Tickets, £1 each, available from Mr. Claude Myers, 1095 Bristol Road South, Northfield, Birmingham B31 (telephone 021-475-2441).

H.M.S. *Bulwark* Association are holding their second reunion in the London area early in 1981. For details contact Mr. Ned Parkinson, 15 Ridgeway Close, Paulsgrove, Portsmouth PO6 4LT (telephone 0705-383641).

Exeter service

The Exeter Flotilla Association will hold a Trafalgar Day service in Exeter Cathedral at 11.15 a.m. on October 19. The preacher will be the Right Rev. Conrad Meyer, Bishop of Dorchester, who served as a lieutenant RNVR during the Second World War.

Music at the service will be provided by the band of the Royal Marines Commando Training Centre, Lymington. For details contact Lieut.-Cdr. A. S. Martin, RNR, Penrose, 78 Magdalen Road, Exeter, Devon EX2 4TR (telephone Exeter 54880 (office) 73338 (home)).

Survivors of H.M.S. *Cornwall* are holding their annual social evening on board H.M.S. *Chrysanthemum* on Friday, October 10, at 6.30 p.m. For details contact Mr. E. A. Langford, 111 Robins Close, Lenham, Maidstone, Kent ME17 2LE (telephone Lenham 700).

The third reunion of 852 Naval Air Squadron is planned to take place at the Victory Services Club, near Marble Arch, London, on November 29. For details contact Mr. C. Bristow, 109 Shepherds' Lane, Dartford, Kent DA1 2PA.

Mr. F. E. Fairfield, 8 Ashlawn Drive, Boston, Lincs, would like to know if any reunions are planned for *Shotley Boys 1936-38*, or H.M. ships *York, Tees, Aurora, Jade* or *Tracker*.

Mr. W. C. Teschner, 79 Madeira Villas, Exmouth, Devon, wants to know if there is a survivors association of H.M.S. *Hermes* which was sunk off Ceylon on April 9, 1942.

Mrs. J. Paik, 48 Alstone Road, Highbridge, Somerset, is trying to organise a reunion for WRNS who served at R.N. air station *Yeovilton* in August 1940, or thereabouts. Mrs. Paik was one of 96 Wrens posted there to become the first WRNS to commission the air station for the first fighter training units.

The reunion dinner for members of the *Amethyst* Association attracted an attendance of 70 and was a great success. Prior to the dinner the first annual meeting was held at which the following officers were elected: Cdr. J. Kearns (president); CPO W. R. Smith (chairman); Mrs. Sheila Smith (secretary). It was agreed that membership be open to anyone who served with the *Amethyst* and that an annual dinner be held every September in the Victory Club, London.

Anyone for a French connection?

During a recent visit by H.M.S. *Arrow* to Port Vendres in the south of France, writes FCWEA B. E. Healey, "I met a member of L' Association des Anciens Marins" — the French equivalent of our Royal Naval Association.

"The person concerned was the secretary of the Societe d' Anciens Marins at Banyuls-Sur-Mer, which is a small town near the Spanish border in an important wine producing area.

"The society would very much like to form an association with a branch of the RNR. If any association is interested they may contact me on H.M.S. *Arrow* and I will forward the address of the secretary in Banyuls-Sur-Mer."

ROYAL NAVAL ASSOCIATION

Gerry's rescue earns him a bravery award

From Belfast comes news of a heroic rescue by Shipmate Gerry Haig, which earned him a Royal Humane Society Award for his bravery.

Gerry, a former submariner, plunged 30ft. between a ship and the quayside in Belfast Harbour to rescue a nine-year-old schoolgirl who had fallen into the harbour.

Ignoring the danger of being crushed between the ship and the quayside wall, he plummeted 30ft. into the freezing water and managed to bring the little girl to safety.

Also from Belfast comes a request for the names of two chief petty officers who entertained the chairman of Belfast branch, Shipmate D. E. Campbell and delegates, at the R.N.A. conference in H.M.S. *Nelson*. It seems some promises were made about inviting them to the 26th reunion in Belfast in November, but as can happen on such occasions, no one can recall the names of the two CPOs in question.

Shipmate Ted Jones, of *Rugby*,

BRANCH NEWS

has won the admiration and respect of his fellow shipmates for raising £60 in a sponsored walk for Help the Aged. Though Ted is over 70, he covered 20 miles in one of the fastest times. The branch, though still without premises, are holding their Trafalgar dance and cabaret on October 24. With tickets at £2 each they hope to raise enough to make a donation to local charity. Members would also welcome invites to other branches in the area.

If Rugby is still without a headquarters, those living in or near *Yeovil* will be pleased to know that a branch of the R.N.A. has been formed there. Members meet at the Plucknet, in Preston

Road, on the second Thursday of the month at 8 p.m. For details contact Doug Farge, 22 Helena Road, Yeovil, Somerset (telephone 86-2642).

On the heels of raising £200 for the upkeep of Pembroke House ambulance, members of *Welwyn Garden City* have scored another success and raised £200 for the R.N. and R.M. Children's Home at Waterlooville. Hopes are to raise more funds and news of a new target can be expected any day.

The social evening to mark the 10th anniversary of *Stourbridge* was a big success. Guests included shipmates of Birmingham and Kidderminster who witnessed the presentation of a plaque to Doris Burland in memory of her late husband. Shipmate Jim Kinmond, a founder-member of the branch, was also honoured and awarded a life membership. The search for the oldest ex-R.N. serviceman in the area resulted in a glass tan-

'THE ARK, TURNING INTO WIND' by David Shepherd

DAVID SHEPHERD, the well-known wildlife painter, has recently painted H.M.S. *ARK ROYAL* for the Fleet Air Arm Museum. A limited number of prints, signed by the artist, are to be sold at £160 plus VAT. The proceeds will be put to the Museum's Building Development Fund. Buyers of a print will be invited to a reception at which one print number will be drawn. The winner will be able to commission David Shepherd to paint, free of charge, a canvas measuring up to 30 x 20 inches framed, of any wildlife subject.

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REUNIONS

Mr. E. Stephens, ex-PO, H.M.S. *Theseus*, 2 Dobbin Close, Covington, Swindon, Wilts, would like news of Mr. J. (Tid) Thearle, last known to be living at Compass Cottages, Freshwater, Isle of Wight.

Members of the ship's company of H.M.S. *Armada* 1957-58 commission interested in a reunion should contact Mr. George F. Woodley, 15 Tennyson Way, Basingstoke, Hants RG22 6BE or Mr. Bill Coventry, Church Lodge, Laverstoke, Whitchurch, Hants (telephone Basingstoke 770405).

Mr. J. Eland, 5 South View, Haslingden, Rossendale, Lancs, would like to hear from ex-PO Charlie Isaac, last known address Torquay, who served in H.M.S. *Flamingo*, and captained the ship's football team, 1949-50.

Mr. E. W. Skilling, 37 The Hollands, Park Road, Hanworth, Feltham, Middx., would welcome news of old shipmates of H.M.S. *Jervis* 1941-44.

Mr. S. Lay, Flat E, Baskerville Court, 16 Baskerville Road, London SW8 3RL, survivor of H.M.S. *Lively* and later of H.M.S. *Kipling*, would like to know if a reunion of survivors is planned.

Mr. J. S. Pike, 14 Plym Close, Shipway, Torquay, Devon, is anxious to trace ex-LME David Aspley, who served with him in H.M.S. *Victorious* 1965-68.

Mr. C. Bevan, 38 Heal-y-Mynydd, Bryncethin, Bridgend, mid-Glamorgan, S. Wales, would be pleased to hear from anyone who knew his uncle, stoker 1st class Mervyn Bevan, who was lost at sea when H.M.S. *Hurworth* struck a mine on October 22, 1943. He would welcome any photographs of the ship or of the memorial to the officers and men of the *Hurworth* erected in the naval dockyard at Salamis.

Mr. W. P. Johns, 79 Braemar Road, Worcester Park, Surrey, would be very pleased to hear from his former shipmates of H.M. ships *Montrose*, *Eclipse* and *Orion*, 1934-48.

Mr. Bob (Tomo) Thompson, ex-Leading Air Mechanic Engines, 1 Flighbury Avenue, Cantley 4, Doncaster, DN4 6AW, S. Yorks, would like to hear from old shipmates of 805 and 802 squadrons 20th CAG either 1948 or 1952 of H.M.S. *Ocean*, with view to forming a H.M.S. *Ocean* association and possibly meeting at the RNA Reunion 1981. He would also like to hear from those who served in

H.M.S. *Ocean* (1946-52) and would be pleased to know what happened to the ship.

ADTU Malta (1948-49) — Mr. Jim Murray, 179 College Road, Norwich NR2 3JD (telephone 0603-57684) and Mr. Henry Budd would like to contact their old shipmates and also anyone who served with them in H.M.S. *Chieftain*.

H.M.S. *Shearwater* 1939-45 — Mr. Charlie Rimmington, 46 Old Dover Road, Canterbury, Kent (telephone Canterbury 52172) would be glad to invite former members of the ship's company to attend a reunion to take place when the *Shearwater's* plaque with battle honours is handed over to the chaplain of St George's Church, H.M.S. *Pembroke*, at a service next year.

Mr. G. Hobbey, 27 Carnation Road, Strood, Kent ME2 2YE, ex-CPO joined H.M.S. *Ganges*, February 1927 would welcome news of old shipmates who served with him in H.M. ships *Benbow* (1928), *Valorous* (1938), *Southampton* (1939) and during the first year of the war on Norwegian patrols and in home waters. Later served in H.M. ships *Landguard*, *Illustrious*, *Consort*, *Cossack* and *Kenya*.

Mr. Alan J. Wheway (ex-RN M956378) is asked to contact Mr. David Owen, 3 Balmy Avenue, Toronto, Ontario M4E 1C7.

Mr. David J. Furze, 70 Cow Lane, Bramcote, Nottingham NG3BB (telephone 0602-256305) would appreciate any information about the Flower-class corvette H.M.S. *Celandine*, from which he has the ship's bell.

Mr. Chas. F. Lamdin, 22 Cedar Drive, Preston, Weymouth, Dorset DT3 6DT (telephone 0305-832332) would be pleased to hear from any ex-artificer apprentices who joined H.M.S. *Figard* August 1927, with view to organising a get-together to celebrate the 50th anniversary of their "passing out."

Mr. J. Adams, 156 Scottforth Road, Lancaster, Lancs (telephone 0524-61491), ex-stoker H.M.S. *Hogue*, would like to get in touch with any of his old ship-mates especially those in the engineering branch. He would welcome news of Harry Chamberlain whom he was in touch with until 1953. Mr. Adams left the *Hogue* in Hong Kong in 1946 and took passage in the *Manxman* to Plymouth, arriving there 18 days later which he believes must be a record.

Heave-ho to a £12,000 bonanza

THEY'RE IN THE MONEY!

It's been a summer of "grand" cash totals for sailors and Royal Marines who have been cycling, trekking, running or working to boost charity funds by thousands of pounds.

In this page we report big-hearted efforts which are likely to bring in more than £12,000 — most of it already collected.

Major beneficiary of the bumper bundle is Jimmy Savile's Stoke Mandeville Hospital Appeal. When all the money is in the fund should be better off by a cool £6,000.

Royal Marines of 40 Commando Signals Troop raised £2,500 for the appeal during a 700-mile run from Arbroath to their base at Plymouth. When all their sponsorship money is collected that total should top £5,000 — a just reward for the 12-day marathon in which each of the 17 men averaged 12 miles daily.

A further £560 was collected for the appeal by a duo on the staff of the Captain of the Second Submarine Squadron. They pushed a five-foot model submarine 100 miles from the Fleet Maintenance Base at Devonport to Penzance.

FCRS Nigel Watts and RS David Whitney hope to raise that total to more than £1,000 on the strength of sponsorship promises.

Also in the money are three Chesterfield charities which have benefited by £1,000 from a sponsored cycle ride by 10 sailors from H.M.S. Danae.

The three-day, 290-mile ride from Plymouth to the ship's adopted town of Chesterfield has provided extra facilities for handicapped children there. Recipients are the local branches of the Society for Mentally Handicapped Children and Adults, the Association for Spina Bifida and Hydrocephalus, and the Spastics Society.

FOOT NOTE

Putting their feet up at last are Navy catering instructors from H.M.S. Pembroke and Naafi personnel who undertook a jubilee trek to raise more than £300 for the Children's Peanut Ward at the Queen Victoria Hospital, East Grinstead.

The ward, opened 25 years ago this summer by Queen Elizabeth the Queen Mother, provides long-term, specialist care for children who need plastic surgery as a result of severe burns.

The trekkers are (from left): Gary Turnock, Naafi trainee manager H.M.S. Endurance; Ian Perks, Naafi manager H.M.S. Gurkha; Erik Petersen, Naafi manager H.M. Naval Base, Chatham; David Atkinson, Naafi manager H.M.S. Endurance; POA Jim Yeoman and FCCA Tom Hatherly.



Captain of the Second Submarine Squadron, Capt. M. Ortmans, helps FCRS Nigel Watts and RS David Whitney to launch their model submarine on its maiden voyage. Their 100-mile trek is likely to net £1,000 once all the sponsorship money has been collected.

Picture: H.M.S. Drake Photographic Section

Other sponsored cyclists — from H.M.S. Ambuscade — found that their return trip from Crewe to Devonport by car produced more hitches than the actual marathon. Two of the three cars broke down en route.

The six racing bikers were consoled, however, by the knowledge that they had raised £500 towards the upkeep of Homeleigh Centre for Handicapped Children at Crewe — the ship's adopted town.

Another £1,000 has been raised by H.M.S. Intrepid for the Renal Unit at St Mary's

Hospital, Portsmouth, the second year in succession that the assault ship has raised a "grand" for the hospital's kidney patients. The money was raised by a football match in Gibraltar, raffles and other ship's events.

Ratings in H.M.S. Royal Arthur have been raising money the hard way. The junior and senior rates were sponsored in a competition to manhandle an 80lb. cement-filled barrel over the gruelling cliff and chasm course.

As a result the British Kidney Patients Association benefited by £400, £65 of that being contributed by the Junior

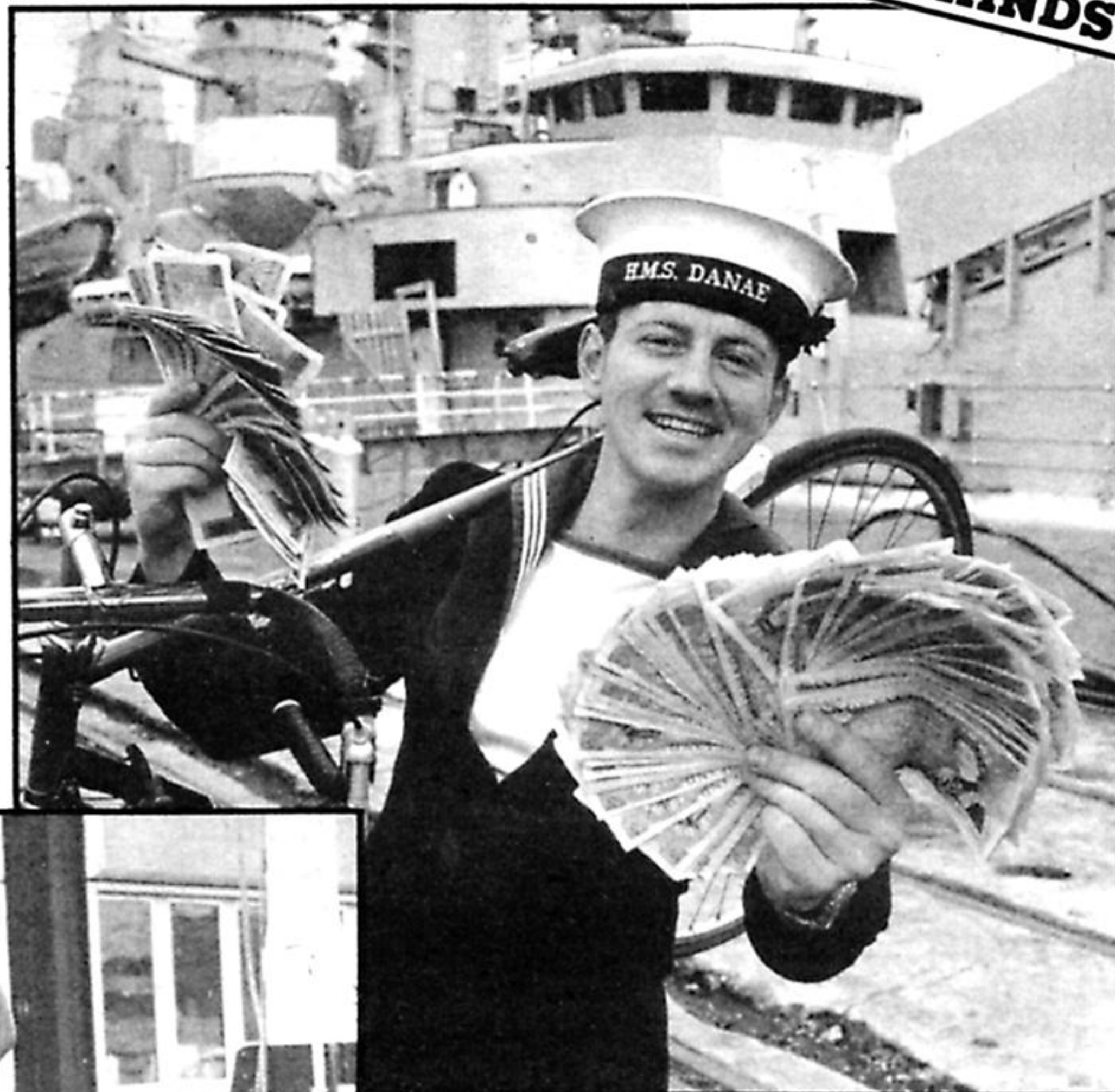
Division in H.M.S. Heron.

The race winners? — The junior rates team in an impressive time of 5mins. 27secs.

A different sort of weighty problem confronted officers, Wrens and ratings in H.M.S. Raleigh when they decided to raise money towards the establishment of a Special Baby Care Unit at Freedom Fields Hospital, Plymouth.

But they need not have worried — their month-long sponsored slim raised £300, supplemented by £50 from the establishment's welfare fund.

HELPING HANDS



Fists full of pounds, LPTI Alan Jones is in the money after taking part in a sponsored cycle ride from H.M.S. Danae. The lovely lucre was soon out of his hands, however — passed on to Chesterfield charities which were £1,000 better off as a result of the 290-mile marathon.

Picture: PQ(Phot) Pete Holdgate

All clear for home

The official opening of a Hampshire home for autistic young people turned out to be a very blue day indeed — Navy blue, that is.

For the ceremony, conducted by that doyen of the screen Robert Morley, was as big an event for sailors from H.M.S. Sultan as for the home — Anglesey Lodge, Alverstoke.

Several of them were there to see the culmination of almost three years work, helped along by Part II trainees from the establishment who have been

spending Saturday mornings making the grounds ship-shape.

They turned their talents to gardening, painting, mending, re-making fences, creosoting, digging up trees and helping at a summer fete at the home, run by Hampshire Society for Autistic Children.

●Sultan's own summer show, organised in conjunction with Gosport Community Association, raised £2,000. Sultan's half-share was donated to King George's Fund for Sailors.



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Mandy, a Crusading pin-up

Naval club assistant Mandy Bate has been crusading for the Naafi. Nineteen-year-old Mandy, who works in H.M.S. Raleigh, was chosen as a pin-up by 70 Naafi men taking part in Exercise Crusader.

The men, members of the Royal Army Ordnance Corps Expeditionary Force Institutes — the Naafi's own T.A. unit — travelled to Germany to man canteens, stores and shops for the troops

taking part in the exercise throughout September.

Bombshell

It was the biggest peacetime exercise ever staged by the Army, and to mark their part in it the EFI men chose bombshell Mandy, spotted by their commanding officer, Major Bob Randerson, while she was attending a training course in club management.



SAVED FROM THE DRINK!

When a Wessex Search and Rescue helicopter from R.N. air station Culdrose was detailed to show off its saving skills at Hayle Regatta and Raft Race, it was assumed that a mock casualty would be laid on by the organisers.

Sure enough, by the time the helicopter arrived on the scene near St Ives, hundreds of holidaymakers were watching the "casualty" floundering in the sea and putting on a convincing imitation of a drowning man.

Too convincing for the Wessex's diver, POACMN "Scouse" Slater. When "Scouse" reached

him, the struggling casualty seemed intent on winning an Oscar for his performance — so much so that it took brute force and a few well-chosen epithets to get the swimmer into the strop and winched up

TRANSFER

As the pilot, Lieut. J. Grayson, prepared to transfer his "catch" to the other unit in the display — St Ives Inshore Lifeboat — it was noticed that the reluctant survivor seemed to

have had too much to drink!

All became clear to the puzzled rescuers from 771 Squadron when the lifeboatmen radioed their thanks to the aircrew for putting on a splendid show, adding: "By the way, this chap wasn't acting; he was drowning. On commencement of the demonstration he had fallen off the harbour wall."

The casualty was taken to Treliske Hospital, Truro; the helicopter crew returned to base with a thumping good yarn...

NAVY NEWS IN BRIEF

Making a Vivid come-back...

Cap tallies bearing the name H.M.S. Vivid have returned after an absence of more than 30 years. They are being worn now by members of the R.N.R. Headquarters Unit at Mount Wise, Plymouth.

The Vivid tallies have come to life again as a result of the return of the more traditional square rig uniform for reserve ratings.

Six ships have borne the name, the first a wooden paddle packet of 1848 and the last a V-class submarine scrapped in 1949. The present H.M.S. Drake bore the name between 1891 and 1934; in 1957 it was passed on to the R.N.R. Headquarters.

Barham sails

The new lifeboat at Great Yarmouth and Gorleston has been named Barham in memory of the battleship sunk in the Mediterranean in 1941. Mr. J. Guillaume, solicitor of the Stringer Estate which provided more than half the cost of the craft, handed it over to Vice-Admiral Sir Arthur Hezlet representing the Royal National Lifeboat Institution. Music at

the ceremony, at Gorleston on September 17, was provided by the band of H.M.S. Collingwood.

Intrepid visit

A "biographer" of the Second World War destroyer H.M.S. Intrepid visited her successor with a party of disabled people. Mr. John Mack, in the St John Ambulance Brigade at Ipswich, presented the assault ship with a copy of his book "H.M.S. Intrepid — a Memoir." So, while on holiday in Portsmouth, he and the handicapped people were invited on board by the commanding officer, Capt D. H. Morse.

Books gift

During a recent visit to Guernsey the author Desmond Bagley presented the frigate H.M.S. Avenger with signed copies of two of his books.

Ex-CPO's West End premiere

A new play, "Submariners," by former CPO Tom McClenaghan, opened at London's Royal Court Theatre Upstairs in September.

Set in a nuclear submarine on patrol, it deals with a young sailor's comic and obsessive attempts to get out of the Service.

Already Mr. McClenaghan has had his play "The Jesse James Story" produced by Thames TV, and contributed to the B.B.C.'s "Warship" series. Southern TV filmed a four-part serial of his naval thriller, "Dead Man's Kit," and there has been a successful reading of his stage play "Sailors" at the Warehouse.

WRNS

Mr. McClenaghan, who once served in the Field Gun Crew at H.M.S. Excellent and who left the Navy three years ago, is now planning a play about the WRNS.

The cast of "Submariners" includes David Beames, who played the crashed pilot in the B.B.C.'s four-part adaptation of H. E. Bates' "Fair Stood the Wind for France."

Vernon aid for marathon

Experts at H.M.S. Vernon have been making sure that members of Eastbourne Fire Brigade are in the swim over a charity venture. Before they undertook their 120-mile underwater swim they visited the R.N. School of Diving for three hours' intensive discussion about safety procedures.

Their marathon, in September, took place on the Thames between Lechdale, Gloucestershire, and Hampton Court Bridge and was in aid of Jimmy Savile's Stoke Mandeville Hospital Appeal.

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Success in triplicate

A trio of engineering chiefs from Portsmouth Fleet Maintenance Base will be promoted officers together after taking their qualifying professional examination at the same time this year.

They are, from the left, CMEA(P) B. S. Haywood, CMEA(P) A. C. Tavener and CMEA(H) S. J. Berry. All took the exam. in June and will go on course to R.N. College Greenwich as acting sub-lieutenants next February.

With them in the picture is Capt. J. C. Judge (Captain Fleet Maintenance).



POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during August.

PO(EW)/RS(W) — Int (30.7.80), Nil; LS(EW)/LRO(W) — Dry, 3; PO(M) — Dry, 2; LS(M) — Dry, 11; PO(R) — Dry, 6; LS(R) — Dry, 11; PO(S) — Dry, 1; LS(S) — Dry, 11; PO(D) — Dry, Nil; LS(D) — Dry, 3; PO(MW) — Int (1.4.80), Nil; LS(MW) — Dry, 1; PO(SR) — Dry, 2; LS(SR) — Dry, 1; POPT — Int (13.2.79), Nil; RPO — 268, 2; RS — 297, 1; LRO(G) — Dry, 13; CY — Int (11.9.79), 1; LRO(T) — Dry, 11; PO(S)(SM) — Dry, 3; LS(S)(SM) — Dry, 5; PO(TS)(SM) — Dry, 4; LS(TS)(SM) — Dry, 4; RS(SM) — 201, Nil; LRO(SM) — Dry, 2; PO(UW)(SM) — Int (28.2.79), 2; LS(UW)(SM) — Dry, Nil; PO(MEM)(M) — Dry, 14; LMEM(M) — Dry, 35; PO(MEM)(L) — Dry, Nil; LMEM(L) — Dry, 20; PO(MEM)(O) — Dry, 5; LMEM(O) — Dry, 15; PO(MEM)(R) — Dry, 5; LMEM(R) — Dry, 16; POWTR — Int (1.8.79), 1; LWTR — Dry, 6; POSA — 279, 4; LSA — Int (19.2.79), 2; POCK — Dry, Nil; LCA — Int (22.1.80), 2; POSTD — 303, 5; LSTD — Int (16.3.79), 13; POMA — Int (10.1.79), 1; LMA — 77, 8; POAEM(M) — 161, 12; LAEM(M) — Int

(28.7.78), 21; POAEM(L) — Dry, 7; LAEM(L) — 95, 10; POAEM(R) — Dry, 2; LAEM(R) — Int (3.11.78), 1; POAEM(W) — Dry, 9; LAEM(W) — Int (5.9.78), 1; POA(AH) — Int (21.6.79), 2; LA(AH) — Int (21.5.79), 6; POA(SE) — 692, Nil; LA(SE) — Int (1.12.78), 1; POA(PHOT) — 389, Nil; POA(MET) — 285, Nil; POA(CMN) — Int (22.3.79), 1; PO WREN AEM(M) — Int (2.9.79), Nil; LWREN AEM(M) — Int (9.6.78), 1; POWREN CK — Dry, Nil; LWREN CK — Int (19.3.80), Nil; LWREN TEL — Int (13.6.78), 1; POWREN DSA — Int (10.8.79), Nil; LWREN DSA — Int (29.9.78), 2; POWREN MET — 398, Nil; LWREN MET — Int (6.10.78), 1; POWREN PHOT — 473, Nil; LWREN PHOT — Int (6.6.78), Nil; POWREN(R) — Int (6.3.79), Nil; LWREN(R) — Int (6.7.78), 1; POWREN RS — Int (19.6.79), Nil; LWREN RO — 156, 4; POWREN STD G — 483, Nil; LWREN STD G — Dry, Nil; POWREN STD O — Dry, Nil; LWREN STD O — Int (14.2.79), Nil; POWREN SA — Int (11.9.79), Nil; LWREN SA — Int (9.4.79), 1; POWREN TSA — Dry, Nil; LWREN TSA — 129, 1; POWREN WA — Int (25.10.79), 1; LWREN WA — Int (20.7.78), 2; POWREN WTR G — Int (28.3.79), Nil; LWREN WTR G — 94, 3; POWREN WTR P — Int (27.9.79), 1; LWREN WTR P — Int (7.2.79), 6; LWREN WTR S — Dry, 2; POWREN DHYG — Int (16.6.78), Nil; POWREN REG — Int (6.11.79), Nil; POWREN PT — Int (10.6.80), Nil.

The Basic Dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22.

POWREN QA — Dry, Nil; POWREN ED — 129, Nil; POWREN MT — 101, Nil; LWREN MT — Int (20.10.78), Nil; POWREN TEL — Int (19.7.78), Nil.

PROMOTIONS TO FLEET CHIEF

The following promotions to lieut.-cdr. on the Supplementary List were made from September 1:

SEAMAN: K. N. Patrick, R. H. S. Everall, F. J. D. Farmer, W. A. Craig, B. G. Winwood, S. J. Gobey, K. Edmunds, R. A. F. Jewell, G. Churton, R. A. Wincombe, R. J. Brunwin, C. Sams, G. R. A. Coryton, R. G. Burrows. ENGINEERING: K. French, D. K. Leitch.

The following promotions to Fleet Chief take effect from September 30:

To FCMEA(P)/FCMEMN(P) — C. J. Atkinson, J. Bowington, K. A. Boxall, R. J. Bradfield, A. Cosgrove, M. G. Cullen, J. O. Greenhill, D. F. Fletcher, I. N. Jennings, J. E. Proctor, E. M. Uren, D. E. Williamson, P. J. Willis.

To FCMEA(H) — D. R. Blackburn, R. E. Pitts, A. G. Pond, C. G. Rennolds. To FCMEM(M) — I. Drackett-Case, H. J. Ellis.

To FCMEM(L) — E. F. Baines. To FCMEA/FCMEMN(L) — J. R. Knight, W. F. Large, T. J. Morgan, D. Pay.

To FCMEA/FCMEMN(P)/MLYSM — J. R. Bloore, R. Boyd, R. A. Brown, F. A. Gordon, P. Hallam, P. E. Laing, R. Nelson, T. L. Readshaw.

To FCMEA/FCMEMN(ELYSM) — D. Geeson, C. J. Humphries, N. E. Whiting. To FCMEM(LYSM) — D. Loch, I. C. Mannell.

To FMAA — D. Addis, M. J. Dulson, R. E. Gandy, R. Wood. To FCPO(OPS)(M) — M. F. Baker, M. P. Barratt, D. L. Morash, A. N. Priddy, R. Senior.

To FCPO(OPS)(S) — D. S. Anderson, S. W. Brown, P. Harrison, C. J. Haydon, J. W. Jackson, N. B. Stevens.

To FCPO(OPS)(R) — M. W. Aldred, J. Chew, I. Mackenzie, D. N. Marshall, R. J. Paterson, V. G. Stephens.

To FCPO(MW) — E. Smith. To FCPO(SEA) — H. M. Bond, M. E. Davis, V. W. Newman.

To FCPT — A. M. Croser, T. Lineham, W. A. Rosewell, B. G. Williams. To FCRS — A. D. Berry, K. A. Brazier, J. D. Colmer, J. A. Hopperton, B. V. Howard, J. R. Scafe.

To FCCY — B. W. Welch. To FCRS(W)/FCPO(OPS)(EW) — J. R. Bennett, B. Durran, D. N. Pugh.

To FCCT — P. Gosling. To FCPO(OPS)(S)(SM) — J. J. Colling, D. S. Heap, M. Marathalingham, N. J. Prince.

To FCPO(OPS)(TS)(SM) — M. Dymond. To FCPO COXN (SM) — R. George, A. Greensmith, G. W. Hilton.

To FCPS(M) — A. G. Norris. To FCWTR — P. W. Allen, C. G. Crichton, A. J. Crutchley, W. C. Dubois, R. Fairbank, J. Garron, J. W. Hammond, P. L. Higgins, J. R. Lunn, E. M. Mitchell, J. F. Prior, K. M. Smith.

To FCWEM(R) — B. R. Baxter, F. D. Beves, P. G. Buckles, S. Coats, J. M. Curtis, J. German, E. H. Hughes, W. J. Moss, L. G. Williams.

To FCWEM(O) — D. Cozens, A. J. Davies, S. T. Pawley, P. J. Ridler, J. W. Slight. To FCWEA/FCWEMN(ADC)(SM) — W. D. Barratt, R. A. Cook, G. K. Dickson, J. I. Hume.

To FCWEA/FCWEMN(WDO)(SM) — F. J. Breeds, C. W. Deverill, N. J. Enoksen, J. G. Grant, B. E. Lester, K. J. Nixon, A. Walker. To FCWEM(R)(SM) — E. Briscoe, D. J. Loveder.

To FCWEM(O)(SM) — P. R. Heap, M. J. King.

Authorisation for promotion of the following rates to chief petty officer has been issued:

REGULATING BRANCH To MAA — D. S. Hoare (Mercury).

COMMUNICATIONS To CCY — J. A. Gurd (Phoenix), B. C. Bagg (RNR Forth), D. G. Allum (Captain SM1).

OPERATIONS BRANCH (SEAMAN GROUP) To CPO(OPS)(S) — J. R. Hearne (Scimitar), L. Mullard (Pembroke), R. J. Gallivan (Raleigh).

To CPO(D) — R. A. Cockayne (NP1007).

MARINE ENGINEERING To CMEM(M) — M. O'Carroll (Raleigh), D. A. Roberts (File), S. J. Younger (Hermes), D. A. Hewitt (Sultan), M. D. Townsend (Pembroke).

FLEET AIR ARM To CPOA(AH) — B. C. Bates (Seahawk), R. J. Pilcher (RNAY Wroughton), P. R. Martin (Seahawk).

To CPOA(MET) — J. V. Keeling (Seahawk).

SUPPLY AND SECRETARIAT To CPOWTR — F. A. Webster (Sultan), J. R. Fraser (Raleigh), A. Knights (Excellent), M. Seaward (Nelson).

To CWRENCK — R. E. Riach (Nelson). To CPOSTD — R. J. Carkett (Cambridge).

To FCSEA — D. P. Cleaver, L. C. Garratt, J. E. Herring, W. B. Johnson, G. T. Smalley, C. D. White.

To FCCA — G. W. Holloway, R. Perriam, B. S. Rutt.

To FCCCK — B. K. Bowers. To FCMT — B. Swithenbank. To FCMA — K. N. Herring.

To FCMA(AE)/FCAMN(AE) — K. J. Abnett, J. G. Bishop, P. G. Hammond, P. Manley, A. W. Radley, A. J. Wickes.

To FCA(AE) — C. Day, A. E. Orton. To FCEA(A)/FCELMN(A) — H. Butler, J. Harman.

To FCEL(A) — G. B. Cooper, K. O. Martin. To FCEL(AW) — M. R. Brown, D. A. News.

To FCA(AH) — D. L. Jones, P. Mather, P. Mitchell.

To FCA(MET) — J. Woodside. To FCA(PHOT) — C. S. Dalby, J. A. Troth.

To FCA(SE) — C. Cooke. To FCREA/FCRELMN(A) — V. B. Dexter.

To FCREL(A) — R. J. Barraclough, P. S. Pratt.

To FCACMN — D. P. Hodgson. To FCWEA/FCWEMN — M. B. Annis, E. H. Buscall, M. W. Byrne, J. F. Cumberbatch, G. Edwards, R. A. Franklin, C. E. Horton, C. J. Knight, B. P. Lewis, L. R. Moore, A. F. Norman, E. C. Robinson, G. Sargeant, D. P. Sloggett, P. R. Tomlinson, J. Valler.

To FCWEM(R) — B. R. Baxter, F. D. Beves, P. G. Buckles, S. Coats, J. M. Curtis, J. German, E. H. Hughes, W. J. Moss, L. G. Williams.

To FCWEM(O) — D. Cozens, A. J. Davies, S. T. Pawley, P. J. Ridler, J. W. Slight.

To FCWEA/FCWEMN(ADC)(SM) — W. D. Barratt, R. A. Cook, G. K. Dickson, J. I. Hume.

To FCWEA/FCWEMN(WDO)(SM) — F. J. Breeds, C. W. Deverill, N. J. Enoksen, J. G. Grant, B. E. Lester, K. J. Nixon, A. Walker.

To FCWEM(R)(SM) — E. Briscoe, D. J. Loveder.

To FCWEM(O)(SM) — P. R. Heap, M. J. King.

WE 'route' for City and Guilds

The recent article on the City and Guilds of London Institute and the Royal Navy has raised interest in the qualifications and courses available.

A further aspect is worth bearing in mind. Weapons and Electrical mechanics and artificers who did not have the opportunity of acquiring Technician level qualifications from their training courses can still study by correspondence for the City and Guilds Final and Full Technological certificates through the R.N. City and Guilds Organisation in H.M.S. Collingwood.

Possession of these two awards will qualify them for the status of Technician Engineer.

EXEMPTION

The value of their career training is recognised by the fact that they are exempted the first three years of the five-year course leading to the award of a Full Technological certificate.

Mechanics of the WE and L specialisation may similarly study for these qualifications. Their Service training exempts them from year one of the course, which means that a year's study will prepare them for the Part I (Intermediate) certificate examination and a further two years for the Part II (Final) certificate examination.

Hecla rating's prize

First award of the Nesbitt Shield — awarded for the highest marks obtained on the Leading Seaman (Survey Recorder) course — has been made to LS(SR) Steve Hawes of H.M.S. Hecla. The presentation was made by Rear-Admiral G. S. Ritchie, a former Hydrographer of the Royal Navy.

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Rhodesia medal

The award of a medal to members of the Commonwealth Monitoring Force which served in Rhodesia has been approved by the Queen.

Called the Rhodesia Medal, it will go to the 1,400 Service personnel (including members of the Royal Navy's Medical Branch and Royal Marines), MOD civilians and UK policemen who served there for a minimum of 14 days between December 1, 1979 and March 20 this year.



ROYAL TASK FOR LEANDER

H.M.S. Leander spent two weeks in August as escort to the Queen and other members of the Royal Family embarked in H.M.Y. Britannia for their summer cruise.

The frigate sailed from Southampton to join the Royal Yacht in the Western Isles of Scotland, anchoring off the islands of Jura, Colonsay, Barra and Lewis. While at Lewis, the ship's helicopter was used to fly a Scout, injured on one of the rocky hills, to Stornoway Hospital.

Next stop was Thurso Bay on the passage around the coast of Scotland to Aberdeen, where the Royal Family disembarked. On the way south from Thurso Bay the Leander's company lined the rails to cheer ship for the Queen, and made a spectacular sail past the Castle of Mey, the Queen Mother's residence.

ORANGE SMOKE

Pyrrotechnic fireworks, orange smoke from the funnel and siren sound effects were used to put on a show for the Queen Mother.

From Aberdeen the Leander sailed to Dundee for her last visit before she goes into refit, then made a high-speed passage south in time for a families day on August 20.

Cdr. W. C. McKnight, commanding officer of H.M.S. Leander, presented the final instalment of £1,000 raised by the ship's company to buy and train a guide dog for a blind person. Present at the occasion was Sub-Lieut. N. Carpenter, who was responsible for much of the fund-raising effort when he was master - at - arms in the Leander.

Seen from H.M.Y. Britannia, the ship's company of H.M.S. Leander cheer ship for the Queen during the frigate's escort duty for the royal summer cruise.

New home for Kipling painting

Men who served in the wartime destroyer H.M.S. Kipling got in touch quickly with Navy News after our August item "Painting offer to Kipling survivor."

The offer was of an oil painting of the Kipling which had been passed on to us after being handed to an officer in H.M.S. Birmingham when that ship was visiting New York earlier this year.

It has now been sent to Mr. S. F. Paris, of 25, Penstone Park, Lancing, West Sussex, whose letter was the first to arrive. Said Mr. Paris: "I served in the Kipling from commissioning in 1939 to the sinking in May 1942. I was then a leading seaman and captain of the pom-pom and I must say that despite the war I enjoyed my time in the ship."

present-day one. Long may you continue to publish."

For those not successful in the painting bid like Mr. Paris, there may be some consolation. Several asked if they could be put in touch with other Kipling survivors, so here are the names and addresses of those who wrote to us:

Chief Officer J. L. Howes, NTC, 98, Stapley Road, Hove, Sussex; A. Main, 71, Macdonald Drive, Lossiemouth, Morayshire; C. L. Robbins, Clamland, Trebulet, Launceston, Cornwall; H. Thorpe, 1, Gabriel Street, Greenock; Charles F. Trim, 106, Elmes Road, Bournemouth; A. Cripps, 41, Knoll Road, Fleet, Aldershot; F. Bowker, 50, Countess Lane, Radcliffe, Manchester.

MOUNTBATTEN

"At the time of the sinking we had quite a lot of the Lively's survivors on board, so they had the unfortunate experience of being sunk twice in a matter of about four or five hours."

"One thing I would like to add. We were with the Kelly when she was sunk and Lord Mountbatten was among the first batch of survivors we picked up."

"I thoroughly enjoy reading my Navy News each month and always look forward to reading all about the differences between my Navy and the

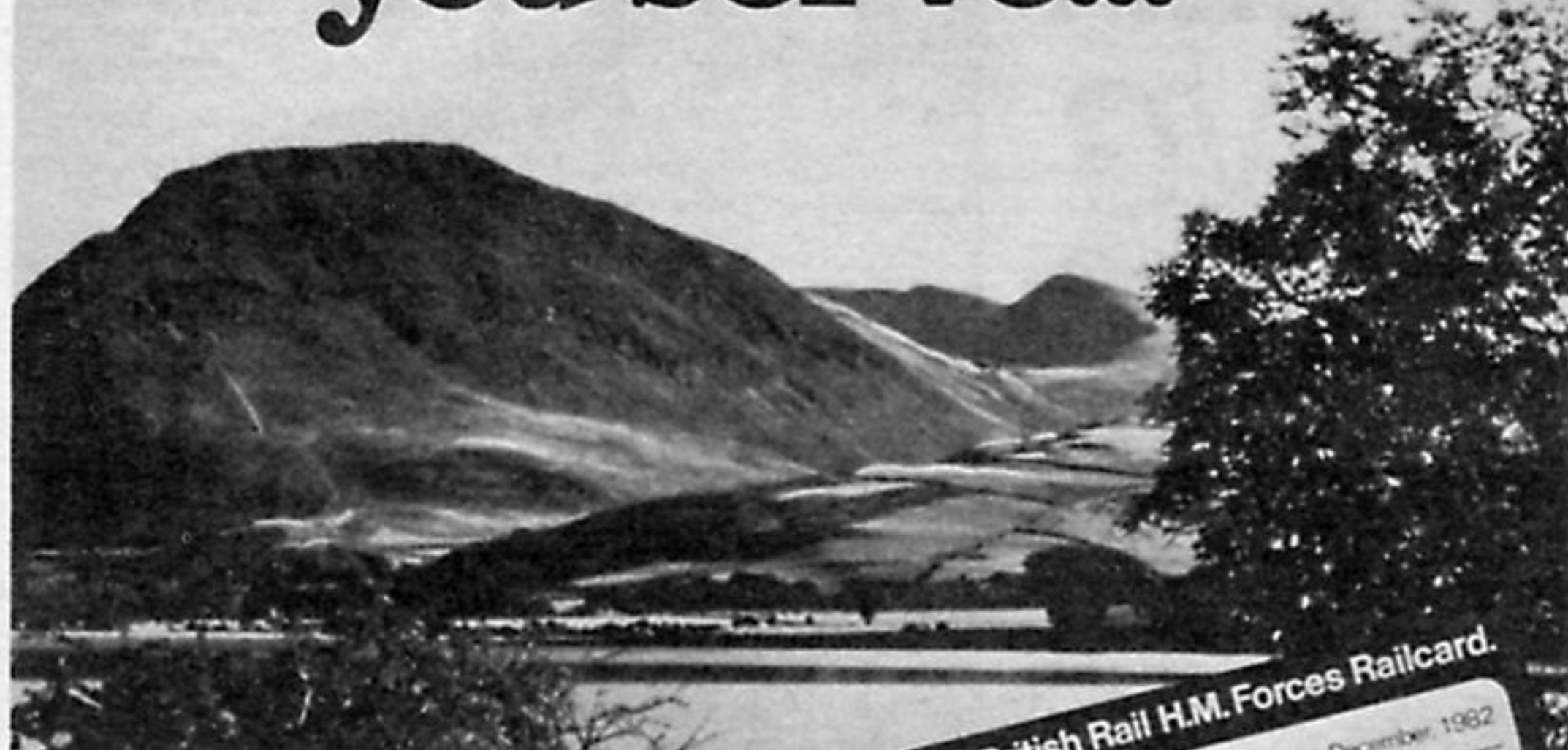
Osiris back

Following her refit at Devonport, the Oberon-class submarine H.M.S. Osiris recommissioned in H.M.S. Dolphin on August 30. The Osiris was launched in 1962 and first commissioned two years later.

Dee day

The date of H.M.S. Dee's 25th birthday party has been brought forward to October 24, and will not now take place on October 25 as stated in the August edition of Navy News.

See more of the country you serve...



with your Forces Railcard.

In a nutshell, a Forces Railcard lets you travel the length and breadth of Britain, by train as often as you like for half the normal fare.

It gives you the chance to see more and do more, making the most of your leave, at the same time getting the most from your money. But that's only the half of it.



There's more to this card than meets the eye

A Forces Railcard means that your family can travel half-price.

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Each member of your family (be it your wife, your husband or your grown up children - 14 years old and under 18 years old) has their own Railcard.

They can be used together or individually - still saving half the fare. So it gives everyone extra freedom. There's more to see and do together when you're at home on leave and there's more for your wife or husband and kids to see and do when you're not.

Of course, you'll still receive your Forces Warrants - half-price travel is simply a bonus to help you and yours to get out and about more often.

Take as many trips as you like too - your Railcard is valid till 31st December 1982 and it stands to reason, the more you use it, the more you're going to save.

See more of the family

Nip home for the weekends, visit the family, pop in to see the folks, say hello to the girlfriend or boyfriend - with your Railcard you can do it all at half-price.

Let the family see more of you

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This is the age of the train

Boom year for Navy Days

Spectacle

Watched from the decks of H.M.S. Victory and by the crowds gathered in the Victory Arena, the Royal Marines Band of the Commander-in-Chief Naval Home Command prepares for the ceremony of Beat Retreat to bring Portsmouth Navy Days to a colourful and moving close.

Picture: LA(Phot) R. H. Toyer.

Navy Days organisers at Portsmouth and Plymouth are totting up the hefty profits brought in by a combined total of more than 128,000 visitors.

Warm weather and cloudless skies — plus the big attraction of H.M.S. Invincible and the Sea Harrier — made Portsmouth dockyard a focal point for the August Bank holiday crowds.

During the three-day show fifteen ships and many static displays were toured by 84,592 people — 8,000 more than last year and above average for the past ten years.

Biggest draw was the Invincible which attracted more than 33,000 visitors; 24,247 visited H.M.S.

Hermes and saw the Dockyard display in her hangar.

The French frigate Duguay Trouin attracted more than 17,000, and H.M. submarines Sealion and Osiris welcomed more than 10,000. Meanwhile the Royal Naval Auxiliary Service was running boat trips around the har-

bour for a total of almost 14,000.

More than 36,000 visited the County-class destroyers H.M. ships Norfolk and London, and more than 21,000 were welcomed aboard H.M.S. Intrepid.

On the following week-end, August 30-31, Plymouth's two-day event attracted 43,867 — little more than 1,000 under target. Show-stopper there was the Sea Harrier jump-jet which showed its paces in flying displays over the Hamoaze.

Success

Among the 20 ships on show was the frigate H.M.S. Battleaxe — representing the Navy Days debut of the Type 22s — and the nuclear-powered submarines H.M.S. Churchill and H.M.S. Spartan.

Plymouth's experimental cut-back from three to two days has been hailed as a success by organisers there, who aimed to put on a better show over a shorter period.

Net profits from the events at both bases are expected to be well up in the tens of thousands, all for naval charities.

Chatham

● Top fund raisers at Chatham Navy Days during the Spring Bank Holiday were four girls from Hoddleston Carnival Court. They netted £532 of the £1,502 total collected through the Carnival Courts' combined efforts.

The Hoddleston girls — Lynn Phillips, Julie Simmonds, Nicola Rumble and Janet Tinirello — were presented with the Carnival Queens Navy Days Trophy by the Captain of H.M.S. Pembroke, Capt. Ken Wilcockson.



'Cliff walk' saves boy

A Search and Rescue helicopter from H.M.S. Daedalus was diverted from a formation flying display at Portsmouth Navy Days to save a 13-year-old boy trapped halfway up the 300ft. sheer Culver Cliff near Sandown in the Isle of Wight.

P.O. Steve McNaughton got to the boy after being winched down from the helicopter and "walking" the cliff.

RESERVE AIRMEN START TRAINING

The Royal Navy's first two "part-time" airmen arrived at R.N. air station Culdrose on September 20 to train in Sea King Helicopters with 706 Naval Air Squadron. They are the first of 36 pilots and three observers to be accepted by the new Royal Naval Reserve Air Branch, commissioned at R.N. air station Yeovilton on July 16.

The two men are pilot Lieut. Bill Elwell-Sutton, a commercial pilot in civvy street, and observer Lieut. Gordon Wright, a warden for the Nature Conservation Council.

The new Reserve Air Branch revives the function of the RNVR Air Division disbanded 22 years ago. In the tradition of the old division, the new branch will eventually be divided between two squadrons, 1831 and 1832.

Reserve aircrew appointed to 1832 Squadron will be destined for front-line squadrons with operational roles, while those who go

to 1831 Squadron will be allocated to Fleet Air Arm units with reconnaissance, communications, Fleet support and other utility roles.

WAITING LIST

It is expected to be several years before the two nominal squadrons are formed with their own reserve aircrewmen and maintainers.

But the initial target for pilots and observers has already been met, with a waiting list and those accepted include officers with experience of almost all naval aircraft, including Sea Harrier and Lynx.

FRENCH LEAVE ...

A mixed party of 27 naval training staff and trainees from R.N. Hospital Stonehouse made a resource and adventure training visit to Brittany which also provided the opportunity to further the links between Plymouth and its twin-town of Brest.

The party travelled by ferry and mini-bus and lived under canvas about seven miles from Brest. Their programme included a visit to the 500-bed military hospital, which is run by the French Navy, and a call on the Mayor, to whom Lieut.-Cdr. Nick Carter presented the R.N. Hospital Badge and a scroll.

Despite poor weather, the trip provided useful training in basic map reading and orienteering.



Shield for safety in the sky

Lieut.-Cdr. Geoff Varley, commanding officer of 781 Squadron, receives the Flight Safety Shield on behalf of the squadron from Capt. A. W. Wheeler, Captain of H.M.S. Daedalus. With them are members of the squadron's civilian back-up staff, including Mrs. Betty Ashwell, air publications officer; Mr. Frank Pickering, radio mechanic; Mr. Arthur Cochrane, senior supervisor; and Mr. Alan Foreman, radio supervisor.



"Green Goddess" crew — Lieut.-Cdr. Bob Warren, Wren Hazel Hartley and POACMN Kevin Best with one of the green and white V.I.P. helicopters.

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781 SQUADRON

Forty years of reliability

Above: The Tower — 781 Squadron's headquarters is housed on the second floor of the Lee-on-Solent control tower. Right: Approach control — a civilian air traffic controller presides, with a V.I.P. Wessex 5 in attendance.

V.I.P. PASSENGERS

The list of Very Important People who have "flown 781" strongly resembles Who's Who — without the hobbies! That's the boast of 781 Naval Air Squadron, the Royal Navy's communications specialists.

Now celebrating its 40th anniversary, 781 has recently been awarded the fixed wing Flight Safety Shield for 1979, a tribute to the Squadron's excellent safety record.

Over the years the squadron's role has always been V.I.P. and communication flying, although other tasks have included the Junior Officers Air Course, refresher flying, instrument training and examining, twin-engine conversions, and Search and Rescue.

Exotic

This variety of roles has employed an exotic mixture of 30 types of aircraft — ranging from Hornet Moth to Vampire, Expeditor to Sea Heron, and Sea Otter to Wessex 5.

The squadron is based at H.M.S. Daedalus, where it maintains a fleet of three Sea Herons, four Sea Devons, two V.I.P. Wessex 5s, three Search and Rescue Wessex 5s, and a Chipmunk.

Keeping them in service employs the considerable talents of 85 naval and civilian maintainers, led by Lieut.-Cdr. Denis Murray, the Air Engineering Officer.

Thirty aircrew include pilots, an observer, aircrewmen — communications, SAR and divers — and WRNS cabin attendants. In charge of the squadron is Lieut.-Cdr. Geoff Varley.

Air Traffic Control at Lee-on-Solent is manned entirely by civilians, and the squadron is further supported by R.N. meteorological and flight planning sections.

Rescues

The V.I.P. helicopters — better known as "Green Goddesses" — can carry five passengers in airline standards of comfort and service.

Meanwhile, 781's Search and Rescue Flight earns its bread and butter by rescuing adventurous, thoughtless and luckless sailors, windsurfers, swimmers, fishermen, and rock-climbers during the summer silly season, and by responding to ships and aircraft in distress throughout the year.

Passengers and freight, for all R.N. ships and establishments, are carried in the fixed wing aircraft by both scheduled "Clipper" service and as tasked

by Flag Officer Naval Air Command. Destinations range from Culdrose to Wick and from Southern France to Northern Norway.

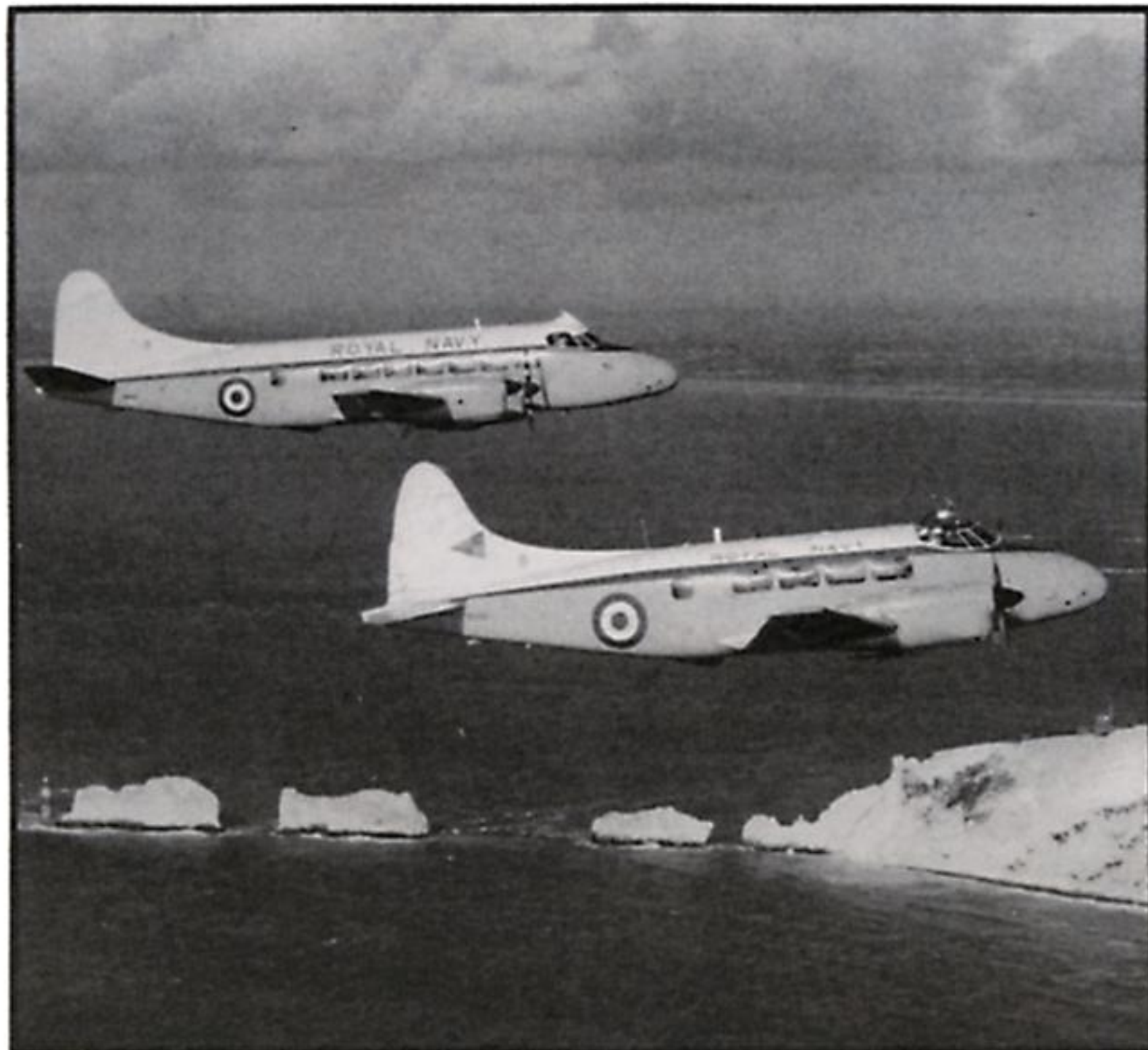
Fishery Protection is an important aspect of the squadron's work. Frequent patrols by the Sea Devons identify all fishing vessels in U.K. waters from the Wash to the Mull of Kintyre via the South Coast.

In co-operation with Fishery Protection Squadron ships, 781 assists in the prevention of illegal fishing and the compilation of fishing data for the Ministry of Agriculture, Fisheries and Food.

To complete 781 Squadron's task, all R.N. pilots converting to twin-engined piston aircraft are guided, cajoled or bullied — as required — into mastering the numerous differences between a modern helicopter and an aircraft whose prototype first flew on September 25, 1945!



Soaring and scrambling



Left: Home territory — a Heron and a Devon fly over the Needles. The Devon's prototype first flew on September 25, 1945.

Above: SAR scramble — Lieut. Bill Sample leads his crew out to another scramble, this time to fly south of the Isle of Wight.

Pictures: H.M.S. Daedalus Photographic Section

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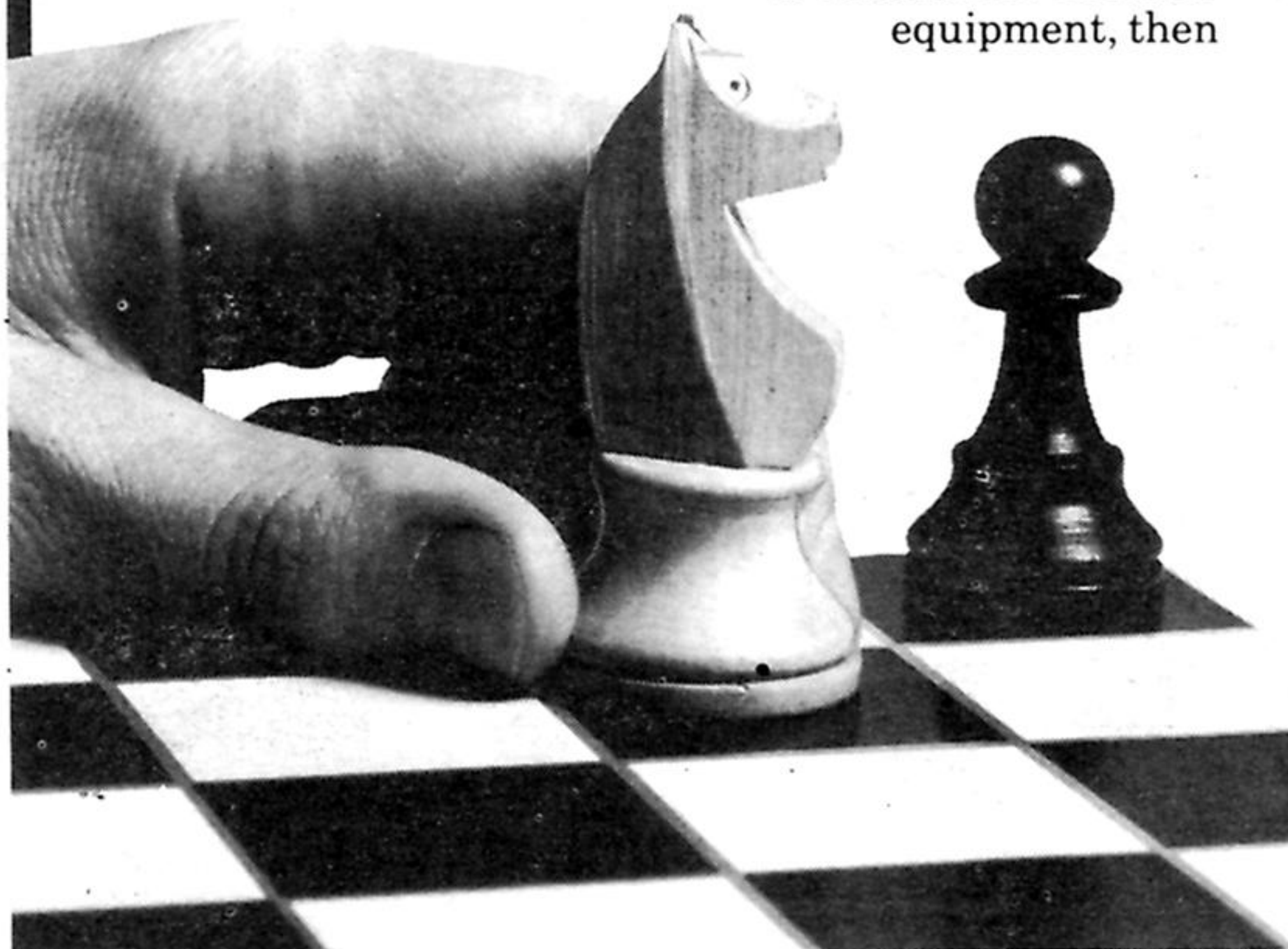
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Prison Officer P. TAMPLIN joined the Service nearly 5 years ago, after 12 years in the RAF. He's just taken his promotion examination, and intends to make a career of the Prison Service. He lives, with his wife and three children, about 2 miles from the prison where he works.

Senior Officer R. PEARCE, 30, was a clerk, and always wanted to join the Prison Service. He started as soon as he could, at 21 in 1971. He's been a Senior Officer for a year, and has served in three different prisons and a borstal. He's married with two children.

Principal Officer S. SNEAD is 51, joined the Prison Service in 1962 after 10 years with a local Fire Service. He was a Senior Officer for 5 years, and has been Principal for 2 years. He's worked in closed training prisons, remand centres and borstals. He's married with two children.

Chief Officer A. RENDLE joined the Prison Service in 1953 as a Trades Officer. He's been a Chief Officer for two years, and is now Chief Officer II at a closed training prison. (There are two grades of Chief Officer.) He's served in most types of establishments including top security prisons, remand centres and borstals. He's married with two children.

Assistant Governor M. DOWSETT, 33, joined the Prison Service from the Merchant Navy. He was a Prison Officer for three years, before passing the AG examination. He's been Assistant Governor, grade 2 for two years (there are two AG grades). He's married with 4 children, living in prison quarters nearby.

Governor P. TIMMS joined the Prison Service twenty seven years ago. He was a tradesman and joined as a Trades Officer, sat the AG examination and became an Assistant Governor in 1960; was made a Deputy Governor in 1970 and promoted to Governor grade 2 in 1975 (there are three Governor grades). He's now 50, married with 3 children and 5 grandchildren.

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Not every Prison Officer is

suitable for promotion to the highest ranks. And, as in all jobs, not everyone wants it. But the Prison Service today needs a wide range of abilities, and officers at all levels can make valuable contributions to this difficult, necessary job.

This is one of a series of advertisements about the Prison Service today. If you would like copies of the whole series, together with further information, send the coupon to Home Office, Freepost, London SW1E 5BR. (No stamp needed.)

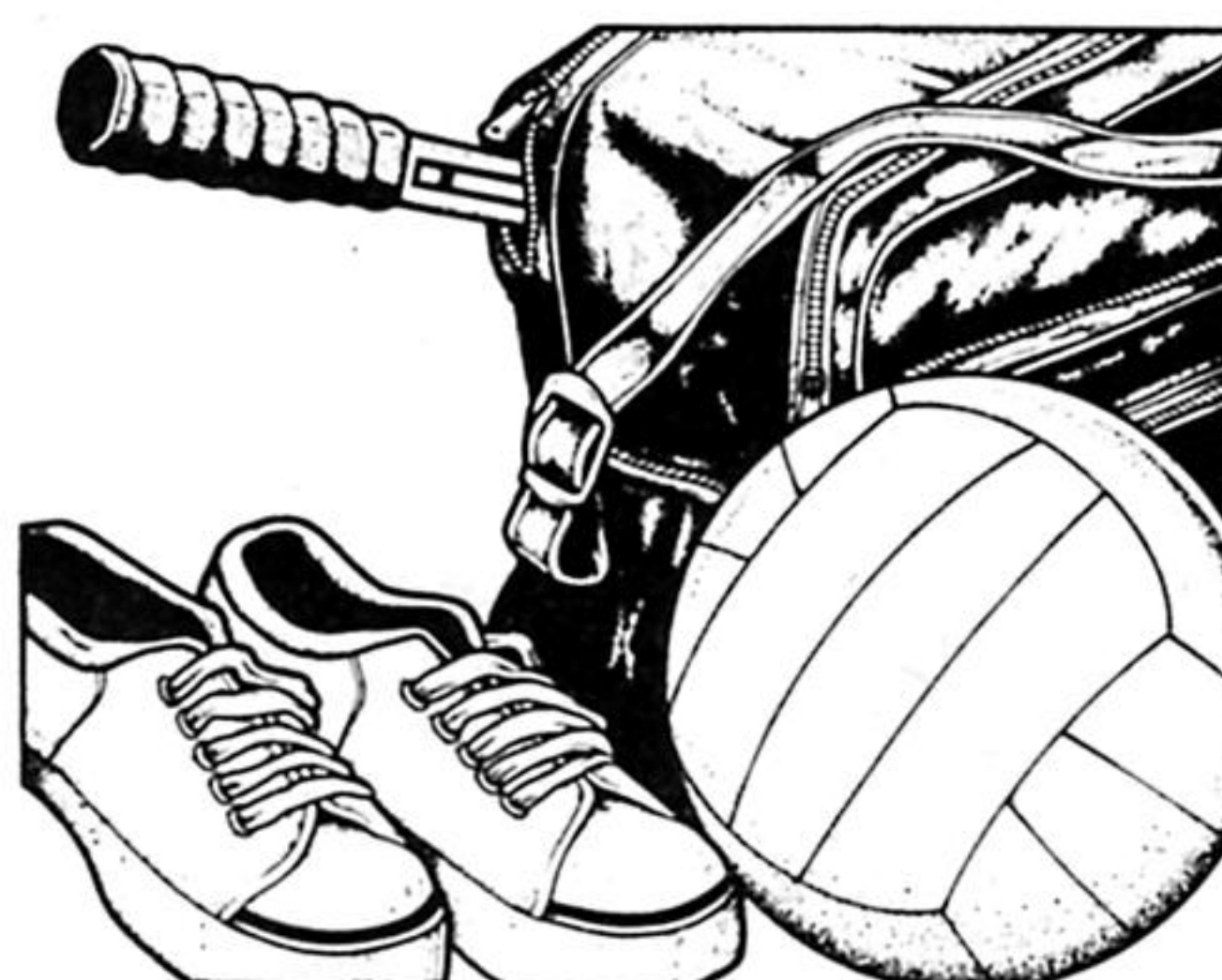
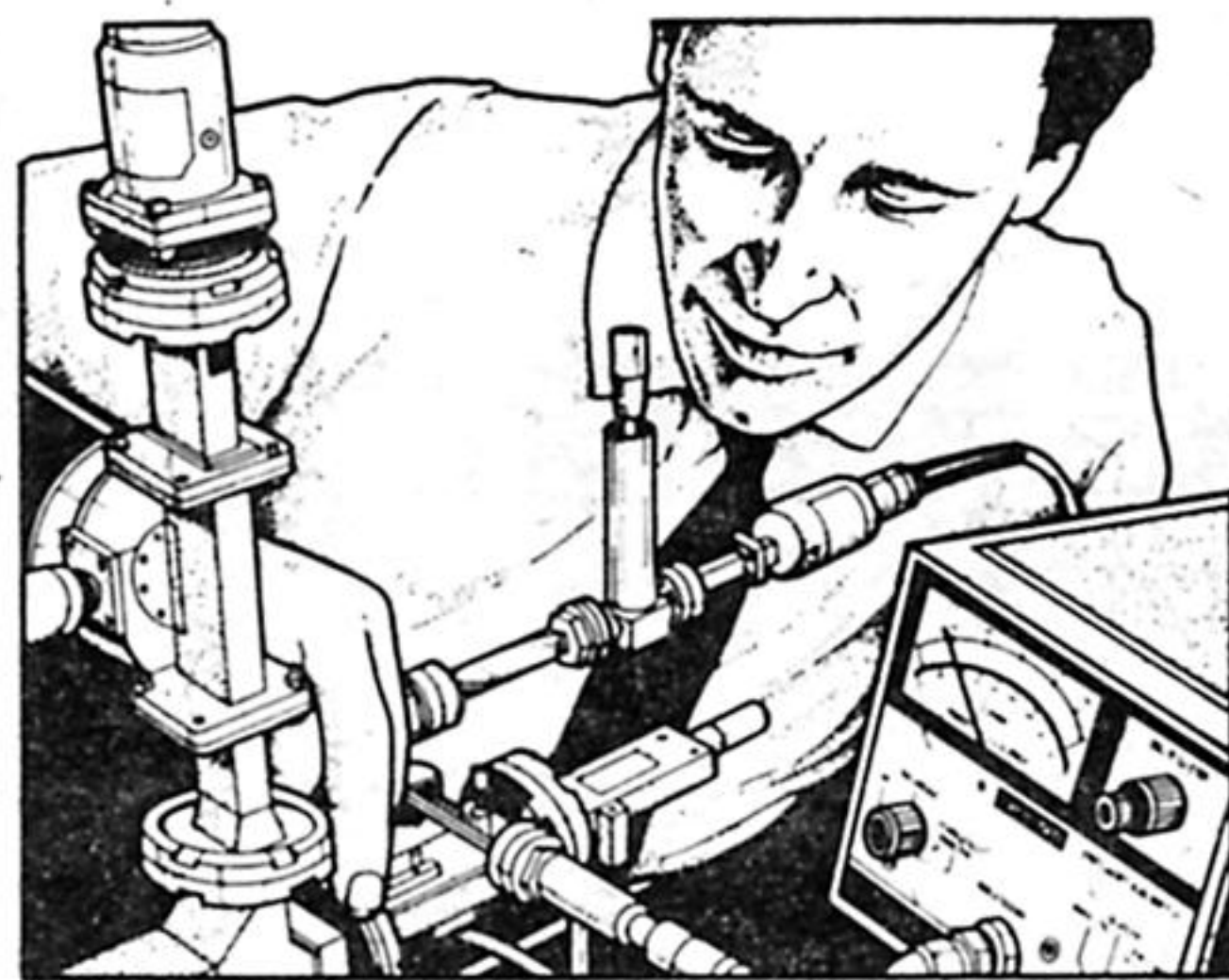
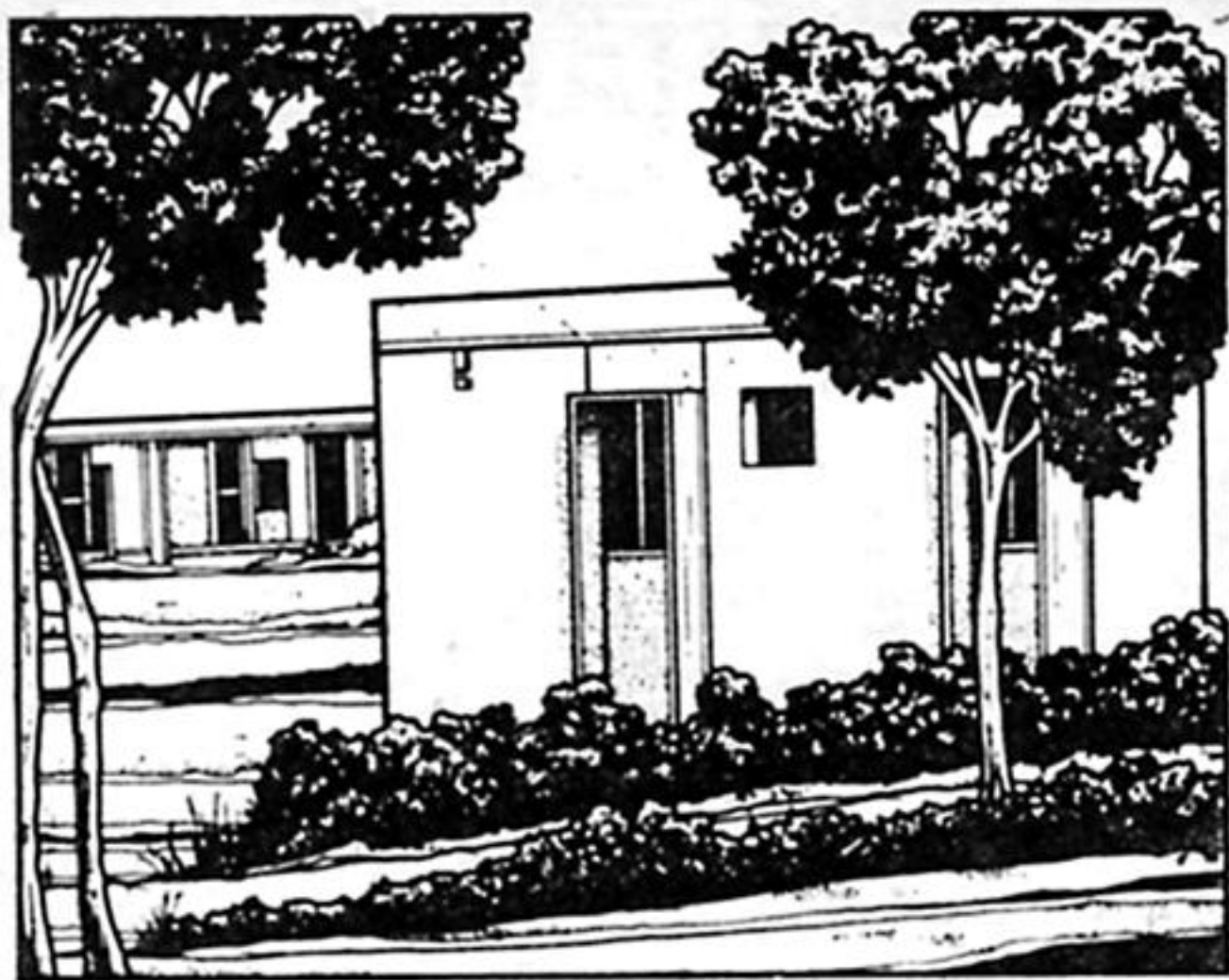
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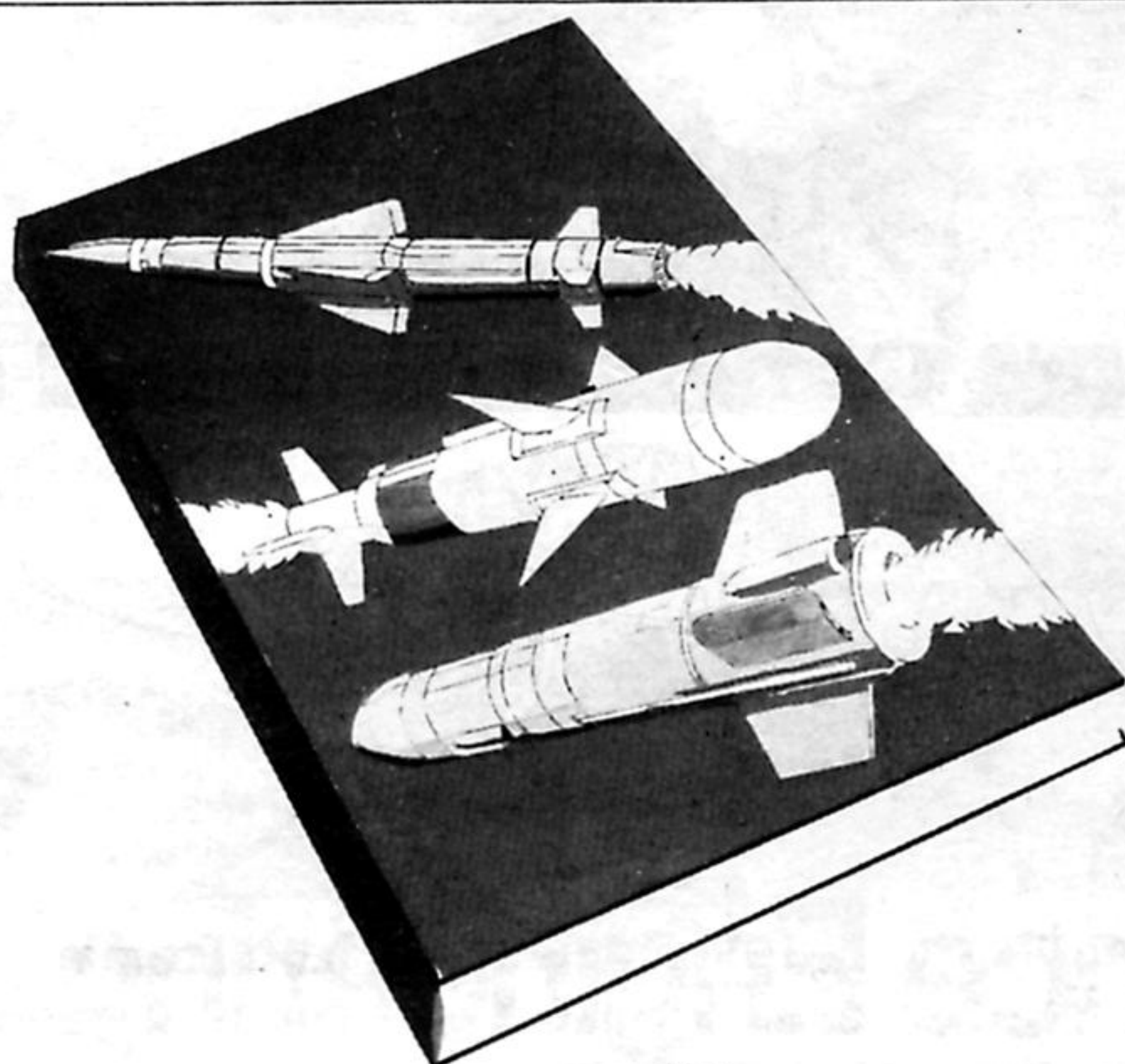
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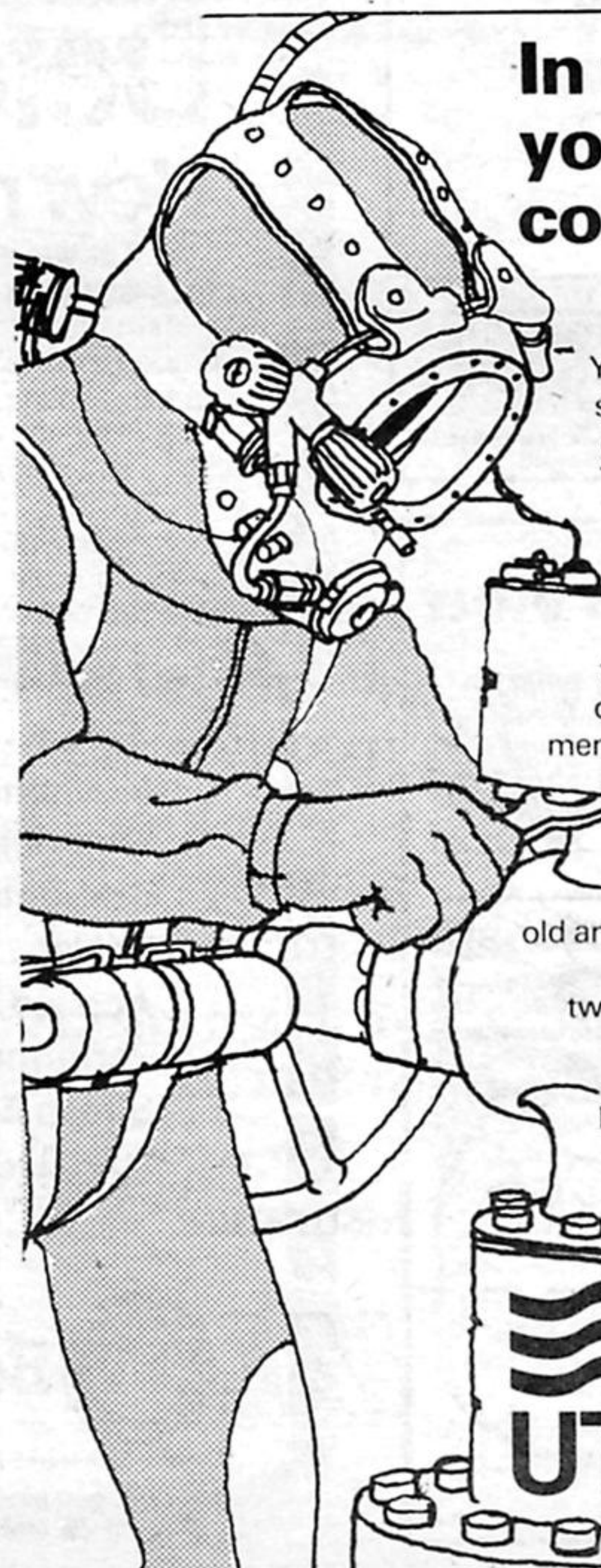
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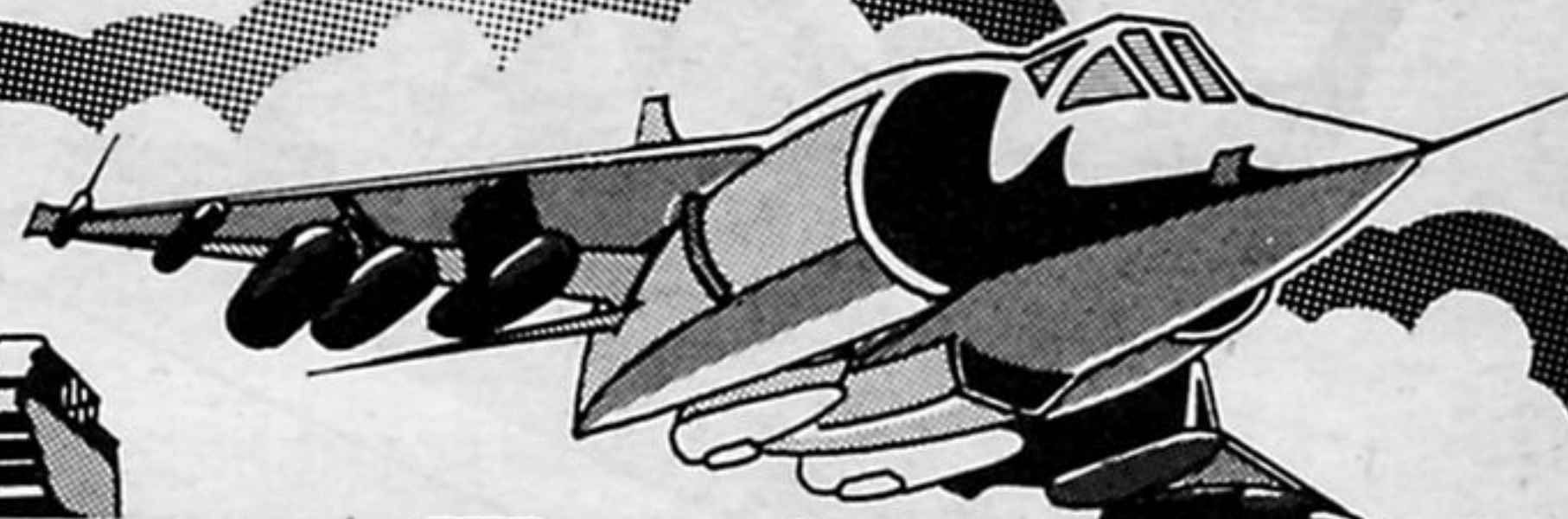
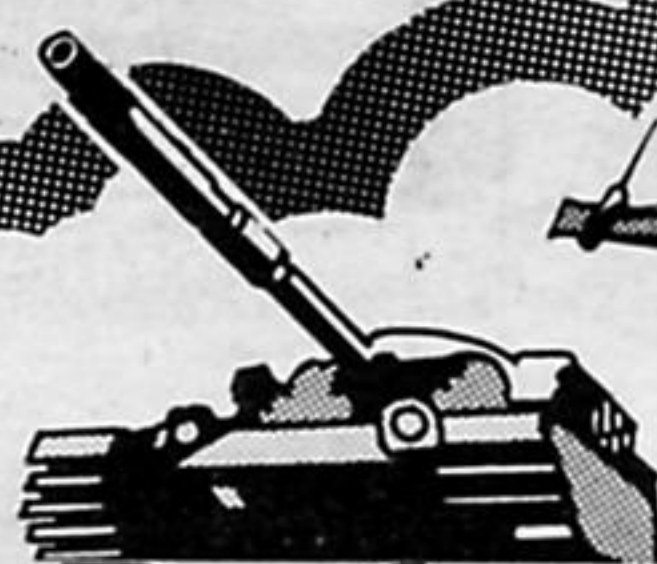
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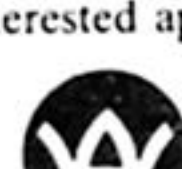
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The apprentices fitted a 44ft. canopy into the hull, fitted 12 windows, insulated and panelled the interior and installed a fresh water system. The engine has been given a major overhaul in Caledonia and will be installed during the final phase of the conversion next month.

When completed, the barge will accommodate 14 cadets and be fully fitted for

cruising on the canals and rivers of the Midlands.

Picture shows Lieut. Mike Palmer, the course officer, checking plans with Apprentice Tim Johnson, course leader for the day. The project was planned, organised, managed and undertaken by the apprentices as part of their Naval General Training syllabus.

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Some girls, like Wren Judy Wilkinson, have all the luck. Judy, who joined H.M.S. Tamar last month, had barely packed her bags when the agent handling her luggage rang to say she had won a prize for being their 20,000th Service customer.

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Details of the applicants are as follows:

Karen (21), single, 5ft. blonde hair, blue eyes, Dudley, W. Midlands.
Joan (37), divorced, 5ft. 1in., brown hair, blue-grey eyes, two children, Manchester.
Lynn (20), single, 5ft. 1in., auburn hair, blue eyes, Stanley, Co. Durham.
Karen (26), single, 5ft. 5in., brown hair, hazel eyes, Caterham, Surrey.
Sharon (17), single, 5ft. 2in., brown hair, green eyes, Barnet, Kent.
Fiona (16), 5ft. 4in., brown hair, brown eyes, Havering, Essex.
Helen (29), divorced, 5ft. 5in., blonde hair, blue eyes, two children, Hemel Hempstead, Herts.
Heather (21), single, 5ft. 4in., blonde hair, blue eyes, London.
Helen (17), single, 5ft. 8in., brown hair, green eyes, Portland, Dorset.
Jane (17), single, 5ft. 3in., brown hair, green eyes, Havering, Essex.
June (34), divorced, 5ft. 2in., brown hair, brown eyes, three children, Hemel Hempstead, Herts.
Sue (16), 5ft. 4in., brown hair, blue eyes, Eltham, London.
Linda (29), divorced, 5ft. 3in., dark hair, Stagscross, Devon.
Gladys (48), widow, 5ft. 3in., fair hair, blue-grey eyes, Plymouth, Devon.
Sue (28), single, 5ft. 6in., brown hair, green eyes, one daughter (five), Midlands.
Julie (21), single, 5ft. 3in., blonde hair, blue eyes, Nuneaton, Warwickshire.
Lesley (21), single, brown hair, blue eyes, Macclesfield, Cheshire.
Stella (33), single, 5ft. 5in., brown hair, green eyes, Canvey Island, Essex.
Julie (19), single, blonde hair, blue eyes, Macclesfield, Cheshire.
Rena (23), single, 5ft. 2in., fair hair, green eyes, Glasgow.
Jan (48), widow, 5ft. 1in., fair hair, blue eyes, Swindon, Wilts.
Heather (23), single, 5ft. 4in., brown hair, blue eyes, Andover, Hants.
Carole (24), single, 5ft. 5in., brown hair, brown eyes, Tonbridge, Kent.
Christine (23), single, 5ft. 3in., brown hair, hazel eyes, Plymouth, Devon.
Carole (39), divorced, 5ft. 9in., auburn hair, hazel eyes, one son, Preston, Lancs.
Elaine (20), single, 5ft. 3in., brown hair, hazel eyes, Crawley, Sussex.
Liz (40), widow, 5ft. 5in., brown hair, blue eyes, Derby.
Debra (20), single, 5ft. 6in., dark hair, blue-grey eyes, Glastonbury, Somerset.
Katie (46), divorced, 5ft. 2in., brown hair, brown eyes, two sons, Gosport, Hants.
Carmen (34), divorced, 5ft. 8in., black hair, brown eyes, three daughters, Gosport, Hants.
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Tracey (16), 5ft. 4in., blonde hair, blue eyes, Lee-on-Solent, Hants.
Liz (18), single, 5ft. 9in., brown hair, hazel eyes, Hunstanton, Norfolk.
Dawn (17), single, 5ft. 5in., auburn hair, blue-grey eyes, Stafford.
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Kathryn (17), single, 5ft. 2in., blonde hair, brown eyes, Newcastle-upon-Tyne.
Carol (15), 5ft. 7in., brown hair, green eyes, Barnsley, Yorks.
Jackie (26), single, 5ft. 2in., brown hair, blue eyes, Cheshunt, Herts.
Gill (17), single, 5ft. 7in., brown hair, brown eyes, Hockley, Essex.
Leesa (17), single, 5ft. 7in., brown hair, blue-grey eyes, Hockley, Essex.

SHOOTING

Six of the best on target

The Navy's smallbore pistol team of six achieved their highest ever score when they came second to the Army in the Inter-Services Smallbore Pistol Match fired at Bisley during the British Pistol Championships meeting in August, writes Roger Herbert-Smith.

Their score of 3,217 points out of 3,600 beat the Navy's previous best in this match, made in 1973 when they last won, by 40. The Army, winners for the sixth year running, put up a new record of 3,315 which was 70 points more than the previous highest total made by them last year.

Top scorer for the Navy was Lieut.-Cdr. John Adhead with 553 out of 600, eight points more than CPO Mick Reed who shot with a borrowed pistol. Adhead has been R.N. Service Pistol champion for the last three years. The Navy team captain, Lieut. David Lowe, made the third highest score with 544, a point behind Reed.

SUCCESSFUL

Lowe had a successful meeting apart from the Inter-Services Match as he won the Popesgrove

Trophy and a gold medal for the highest aggregate in Class C, which included the top score in his class in two competitions. He was also top scorer in Class C in both the UTT Standard Pistol and the Eley Challenge Trophy competitions and runner-up in the Services Championship.

As the Navy could not raise a team for the Inter-Services Match in 1978 and were two men short last year, their achievement this time was a very good effort. It is noteworthy that five of the team are serving in Naval Air Command.

The annual target rifle match between the Combined Services, the Civil Service and the United Banks was shot at Bisley on August 30. For the first time a United Universities team also took part and won the match by two points from the Civil Service.

The match was shot between teams of 12, the best ten scores to count, at 300, 600, 900 and 1,000 yards and the final totals out of a possible 2,000 points were: United Universities 1,820; Civil Service 1,818; Combined Services 1,808; United Banks 1,791.

TWO IN TEAM

The Navy had two representatives in the Services team — PO Nigel Ball (H.M.S. Seahawk) who was Champion-at-Arms in the R.N. Small Arms Meeting in July, and CPO John Gamblin (H.M.S. Heron), the captain of the Air Command Bisley team. They scored 177 and 173 respectively.

The Combined Services now lead the Civil Service by five victories to four in the series after winning the match for the previous four years.

SPORTS FIXTURES

OCTOBER

- 4-5—Badminton: RN v RAF; Golf: Cornish Piskey tournament (Newquay); Hockey: RN U21 Indoor and Outdoor Inter-Command (Portsmouth); Sailing: Inter-Service single handed championships (Farnborough).
- 5—Motoring: BARC hill climb championships (Gurston); Basketball: Bristol KBI (Portsmouth).
- 6-7—Judo: RTM championships (CTCRM).
- 7—Squash: Guys Hospital (RNC Greenwich).
- 8—Angling: Inter-Service coarse angling championships (Trent, Hazeleford); Football: Navy Cup area finals.
- 10-13—Hockey: JFK tournament (Washington DC).
- 10—Squash: RAC (RAC).
- 11—Rugby: CS v Zimbabwe (Aldershot).
- 14—Squash: Old Whitgiftians (Hayling).
- 15—Boxing: RN v Midland Counties (Birmingham); Football: Navy Cup semi-finals, competition proper.
- 17—Squash: British Police A (Exeter).
- 18—Athletics: RN v Oxford University v RAF v Thames Valley Harriers (Oxford).
- 18-19—Table Tennis: RN v Cornwall, RN v Devon (H.M.S. Raleigh).
- 19—Basketball: Cardiff (Cardiff); Lawn Tennis: RN v Avenue LTC (Lee-on-Solent); Motoring: BARC hill climb (Oddiecombe).
- 21—Football: RN v Gosport Borough (Gosport); Squash: Enfield (N. Middlesex).
- 23-25—Badminton: Inter-Command championships (H.M.S. Sultan).
- 25-26—Hockey: U21 final trials and v Devon (Plymouth).
- 25—Swimming: Masters tournament (London); Basketball: Southampton University (Southampton); Boxing: RN U19 v East Anglia (Dereham) (Norfolk).
- 26—Basketball: Exeter University (Exeter).
- 27—Athletics: USMC Marathon (USA).
- 28—Squash: Barclays Bank (Ealing).
- 29—Football: Navy Cup final, competition proper.
- 31—Boxing: RN v NE Counties (Whitley Bay).

NOVEMBER (first week)

- 1—Football: Navy Youth Cup semi-finals; Athletics: RN v Walton AC v SL Harriers v Portsmouth AC v Cambridge University HH (Coomsdon).
- 2—Basketball: Cardiff (Portsmouth); Football: Navy Youth Cup final.
- 4-5—Boxing: RN Novices / Youth championships (H.M.S. Drake).
- 4—Football: RN v Fareham Town (Fareham).
- 5—Football: RN v Sussex Intermediate (Worthing); Football: RN v Southampton FC (Portsmouth).

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Under the scheme, announced by the club, the full accommodation charge is made for the first two nights of any visit. After that the member will be charged at the price of a single room in the main club, and his family — whether wife and children, parents or grandparents — will be accommodated free.

The club has also introduced inclusive weekly terms for bed, breakfast and evening meal during September-April.

Information about the club, services offered and current prices can be obtained by writing to the Administrative Secretary, Royal Sailors' Home Club, Queen Street, Portsmouth, PO1 3HS.

SPORT

Scotland the brave — at last

The 1980 Inter-Command Match Play Championships were held at Royal Cinque Ports Golf Club, Deal on September 3-5 and were won by Scotland, their first victory ever in Inter-Command golf, writes John Weekes.

All those not already committed to supporting another command were delighted with the emergence of the new champions. But it was a close-run thing, with Plymouth beating Scotland in the last match of the championships (a lucky draw?) by four games to two.

Unfortunately for Plymouth they had been themselves beaten in the morning foursomes by Naval Air and so had to be satisfied with the runners-up position on their average of games for and against.

The format of the championships was changed this year and commands played two foursome matches as well as three singles. This is intended to help towards practice for the Inter-Services. The general inability of Navy golfers to excel at foursomes was illustrated by the fact that only one game actually went to the last green and the comparatively easy wins by established pairs such as Lieut. Malcolm Edmunds (Fisgard) and Lieut.-Cdr. Brian Grant (RNH Plymouth).

WINNING TRIO

Three players won all their matches, CPO Dick Cattermole and FCPO Maurice Jackson of Plymouth and CPO David Brecken of Scotland, but each only played three times. Undeclared in all five games was Brian Grant, while PO Neil Hinch and CPO Clive Shinn, both from Portsmouth, got 3½ points out of four.

Among many good performances were — LWTR Eddie Comerford (Cochrane) who won

INTER-COMMAND MATCH PLAY CHAMPIONSHIPS, 1980

The league table for the five matches played by each command was:

Command	Matches	Games	Pts
	W D L	For Against	
Scotland	4 0 1	21 9	4
Plymouth	4 0 1	18½ 11½	4
Portsmouth	3 0 2	18 12	3
Naval Air	2 0 3	13½ 16½	2
Royal Marines	1 1 3	13 17	1½
Fleet and Medway	0 1 4	6 24	½

four games and only lost his fifth on the 18th green; Cdr. Jim Hunter (Fleet & Medway) who won all his singles despite the generally disappointing results achieved by his team mates; and

GOLF

Lieut. Roger Hockey (Collingwood) who prevented the Navy champion Malcolm Edmunds getting his expected clean sweep by beating him on the last hole.

ENORMOUS MARGIN

Lieut. Alan Bray (Daedalus) recorded an enormous margin win over Cdr. Ron McLean, the Scottish captain (too large to record!); there was a wide victory for ex-Navy golfer WO2 Ken Shears (RM Deal) over present Navy golfer Lieut.-Cdr. Richard Moore (Brilliant), who actually had a "shank"; and there was a good performance from Lieut.-Cdr. David Sandford (JMOTS), who came through his first four games with fine wins but came unstuck

against Brian Grant in his last match.

The Royal Marines produced yet another Sharp brother — Joe, the youngest — to join the twins David and Martin. All are Musicians and play to seven or eight handicaps. Also in the RM team, sadly for the last time, was WO2 Bob Baker whose great local knowledge enabled him to share in a quadruple tie in the Managers' Match.

However, the championships belonged rightfully to Scotland. Let us hope that their first will not turn out to be their only victory.



Dave rules the waves at Bala

Sub-Lieut. Dave Edwards won the R.N. v. R.A.F. long distance swimming championships at Lake Bala, Gwynedd, in a time of 1hr. 2min. 1sec. — a new course record if it is ratified.

He broke the course record in the same event last year.

Sub-Lieut. Edwards, who is studying at Birmingham University, led the Royal Navy to their fifth consecutive long distance swim over the R.A.F. to retain the Fujiarm Trophy decided on the aggregate times of the first three swimmers in each service.

The Navy's other scoring swimmers were Lieut.-Cdr. Peter Stevens (MOD), who was sixth in 1:12.9, and AB Gary Gilson (H.M.S. Excellent), who finished eighth overall in 1:13.48. Civilian entrants also took part.

Other Navy swimmers to finish were CPO Nigel Folley (H.M.S. Nelson), 10th overall; PO(W) Robert Thompson (H.M.S.

SWIMMING

Drake), 11th; Cpl Keith Sturgess (707 Squadron), 15th; and 68-year-old Cdr. Gerald Forsberg R.N. (ret.), the former English Channel record-holder, who was 25th overall in 1:44.8.

WRENS

Wren Val Alderton finished 12th in 1:20.22 and Second Officer Linda Reader was 30th in 2:00.15.

Sub-Lieut. Edwards's form must make him an early contender for Wales's 1982 Commonwealth Games squad. Already in the running for the Scottish team is Surgeon Lieut. Alex Mills.



Capt. Richard Clifford, R.M., sails back into Plymouth in his yacht Warrior Shamaal at the end of his sixth Atlantic crossing under sail. He raced Warrior Shamaal to America in the Observer Single Handed Trans-Atlantic Race in 30 days, beating his previous times of 38 and 33 days set in 1972 and 1976. After ten days in America he sailed back to England in 22 days with a crew.

Picture: PO(Phot) Peter Holdgate.

Winning smiles



Sunny smiles all round for the WRNS Junior Ratings team which came tops in the rowing regatta held to mark the visit to Gibraltar of the Director WRNS, Commandant E.S.A. Craig-McFeely. As well as the junior ratings, five other teams competed — WRNS Senior Ratings, Wardroom Ladies, Navy Wives, QARNNS and WRAF, the runners-up. The victors — LWrens Lesley Rushworth and Melanie Smith on the left and LWrens Mary Kavanagh and Jan Dockerill on the right — are with their cox, AB Jonah Jones, CPOPT Tony Witham and Commandant Craig-McFeely.

GOLD MEDAL REWARDS YEARS OF HARD WORK

ROWING

Three years of dedicated hard work paid off for Lieut. David Hosking at the world lightweight rowing championships at Hazewinkel, Belgium, in August.

He won a gold medal as a member of the British lightweight eight which won the world championships in a new record time.

Earlier in the summer the eight achieved unprecedented successes, including wins on both days at international regattas in Lucerne,

Copenhagen and Essen.

The crew won the G.B. national championships at Holme Pierrepont, and Lieut. Hosking was also a member of the prize-winning heavyweight coxless IV.

● At the other end of the rowing spectrum, the RN Veterans' IV and an VIII from H.M.S. Heron compe-

ted in the Lincoln to Boston Marathon along with two hundred other entries on September 21. The 31-mile course was completed in steady time in spite of strong head winds.

While the Veterans have no gold medals to their name as yet, the boat contains more gold braid than all other R.N. crews put together. October events are the London Head (Putney) and the Reading Head (4th and 19th respectively).

Home again!

Decathletes improve to second

The Royal Navy finished second to the R.A.F. in the Inter-Service decathlon championships at R.A.F. Cosford, the Service's best result yet in the competition in its present form.

In the Navy team were PO Ty Lewis, MNE Stuart Gibbs, WEM(R) Ed Over and AB Gavin Russell. Lewis and Gibbs were, respectively, the oldest and youngest athletes in the competition.

Mid. Chris Robison continued his record-breaking season in the R.N. v. Wales v. South West Counties match at Bournemouth, running the 3,000m. in 8min. 14sec. This means Robison has knocked an incredible 47 seconds off the Navy junior record this season — a record he has improved virtually every time he has run a 3,000m. this summer.

There was disappointment for him in the AAA junior finals at Crystal Palace where, after being in contention until the final stages, he lost concentration and finished in 8min. 23sec.

SEA Richard Nicholson was run out in the 100m. heats in the senior championships. His time of 11.4sec. owed something to an ankle injury sustained in Cosford's long jump pit.

LONG JUMP

MEM Carroll Jones, who has several times improved the Navy's junior triple jump record, has also broken the junior long jump

ATHLETICS

record. His leap of 6.88m. improved by 6cm. the previous best set by Roy Mitchell, now the country's No. 1 long jumper.

In both long and triple jumps he is just a couple of centimetres behind the Navy's current senior champions, SEA Nicholson and RO Dave Golly.

Bulwark sets Rock record

A record 36 ships' companies took part in the Top of the Rock race in the first half of 1980.

Winning ship, in a new Rock record, was H.M.S. Bulwark with a time of 132 min. 55sec. Others in the top six were H.M. ships Rooke, Intrepid A and B, Coventry and Kent.

Best individual time was achieved by Mid. Chris Robison, the Navy junior 3,000m. champion, on a training course with H.M.S. Intrepid.

Boxers face first test in Midlands

A stronger Navy boxing squad than expected faces its first serious test of the new season against Midlands Counties in Birmingham on October 15.

After several years of unprecedented success — culminating in last season's third consecutive Inter-Service team title — it appeared that CPO Tony Oxley's all-conquering squad might be breaking up.

But only Tommy Taylor and Steve Willis left the Service during the summer, and Oxley's team — Drafty willing — looks to have an impressive blend of experience and talented youth.

Tommy Taylor, incidentally, has turned professional under the guidance of Midlands promoter Ron Grey. Naval boxing enthusiasts will wish the popular light-heavyweight well for his pro debut on October 17.

AB Cliff Storey and SEA Brian Schumacher, meanwhile, have joined AB Wayne Green in the England squad. Green is due to earn his next national vest at the famous TSC tournament in East Berlin this month, traditionally

BOXING

one of the toughest international competitions in the sport.

Good news for Navy boxing is the arrival of Paul Evans, the former Western Counties champion and ABA semi-finalist. SEA Evans, now serving in H.M.S. Vernon, joins Combined Services champion LSTD John O'Driscoll in a very talented naval bantam-weight division.

ABA champion Mne Terry Marsh's commitments with 41 Commando rule him out probably until Christmas, but it is really only at light-heavyweight — big Tommy Taylor's exclusive preserve for the last four years — that CPO Oxley is struggling for a replacement.

SQUAD

With Cliff Storey likely to see the season out at flyweight, Oxley has O'Driscoll and Evans at bantamweight, AB Micky Norford and SEA Stuart Gill at flyweight; MNE Kevin O'Reilly and AB Kevin Hay at lightweight; Wayne Green and MNE Steve Taylor at light-welter; RO1 Mervyn Lescott and Combined Services Under-19 champion WEM Jimmy Murphy at light-middleweight; Schumacher at middleweight; and LSA Roy Greenacre, MEM Ned Rawlings and RO Yorky Cowban at heavyweight.

STD Trevor Hopkinson is making a return at light-heavyweight, and MEM Norman Linton is another prospect in this division.

Yet another man involved with Navy boxing has been "called up" by his country. CPO Alan Dolman, Chief PTI in H.M.S. Dryad and the Navy's Under-19 boxing coach, has been asked to help the national coach at weekend sessions for the Young England squad at Crystal Palace.



AB Cliff Storey ... in the England squad.

Kintyre's sporting welcome

Ships operating in the Firth of Clyde area who are on the lookout for sports fixtures will receive a warm welcome at R.A.F. Machrihanish, Campbeltown, Kintyre.

The isolated airmen have to travel a long way for any form of competition, so would be pleased to entertain ship's companies at rugby and football (teams could probably be raised for most sports, including golf for which there is an excellent 18-hole course close by).

Short notice is no problem, and nor is accommodation. Transport can be laid on if the ship is in Campbeltown harbour. Inquiries should be made to Flying Officer R. A. Green on Campbeltown 3021 extension 203, or Squadron Leader Tony Young on extension 202.

Rosyth pitch

A new all-weather sports facility was opened at Rosyth by the Port Admiral, Rear-Admiral James Kennon, for use by visiting ships' companies and naval base personnel. The pitch can be used for many sports, including six-a-side football, hockey, volleyball, netball and tennis.



MEM Chris Smith of H.M.S. Juno takes a breather during his bout on the H.M.S. Juno v. U.S.S. Sellers bill for the Standing Naval Force Atlantic boxing title. The Juno, coached here by LPT Bryan Root, won the match — held at Haakonsværn, Norway, during an assisted maintenance period — by eight bouts to six.

SPORT

Navy let Cornwall off hook

The Navy opened its representative season on September 17 at Penzance against a Cornwall side which was virtually the best available and which had already notched a good win against Warwickshire in a pre-County Championship friendly, writes Mike Vernon.

Considering that the Navy fielded seven players wearing the senior jersey for the first time, they gave Cornwall a remarkably good run for their money.

The first half belonged almost exclusively to the Navy, who were never out of the Cornwall half and put the home County under extreme pressure. As so often though, they couldn't convert it into points.

Eventually, after Paul Lea had failed to take at least two try-scoring chances through over-excitement and inexperience, it was Cornwall who took the lead with a penalty goal from their full-back Martin after 35 minutes.

Three minutes later Gerry Price, making a promising debut at outside half, replied with a fine

RUGBY



Gerry Price ... promising debut.

kick from 46 yards, to make the score 3-3 at half-time.

Cornwall were a different proposition in the second half, their back row particularly being much more prominent, and it was not long before a defensive error in midfield let them in for the first try of the match.

Basic misdemeanours were thrice punished in the next quarter of an hour by the siege gun boot of Cornwall's Martin, who also converted a splendid try by the right wing after a rippling handling movement by half the Cornwall side, dimly discernible in the twilight minutes of the game. Final score: Navy 3, Cornwall 22.

ROUGH RIDE

The Navy never gave up and the final score did them less than justice. But new props Soapy Watson and John Pickworth had a rough ride up front and the back row of Gareth Simpkins, Ian Russell and Steve Hughes, despite moments of inspiration from the latter, were outgunned by their opponents in the second half.

The second row of Chris Folland and Clive Richards, the latter making a welcome return after a season's absence, had a thoroughly satisfactory game, however, and Rob Joy, last year's England Under-19 and Navy Colts hooker, made an immediate impact, even managing a couple of strikes against the head while back pedalling.

LIVELY GAME

The backs had few chances in attack but defended soundly enough, and Dai Rees had a lively game at scrum half. His partner, Gerry Price, also an Under-19 international last year, will undoubtedly increase the side's attacking options once he adjusts to the increased pace of senior rugby. All the others, Alan Jones (skipper for the first time in the UK), John Harker, Sandy Powell and Dave Kent, the powerfully-built Welsh Under-19 wing, contributed useful touches at one time or another.

Both sides could take some encouragement from the game, and I am sorry(!) that my summer hols prevented me from seeing the game against Devon on September 24 at the Rectory, after which Roger Godfrey bows out as Navy selector in favour of Trevor Gatehouse.

Everybody will wish 'Binge', the first lieutenant ever to do the job, all success, while at the same time commiserating with Roger on a disappointing term of office, especially for him.

COMMAND TOURNAMENT BROUGHT FORWARD

After their most successful season ever last year, the R.N. badminton squad have started training for the new campaign, during which there will be two major changes in the tournament programme.

The Inter-Command and individual championships have been reversed, with the former taking place in H.M.S. Sultan on October 23, 24 and 25. The association annual meeting is also in Sultan, on October 23. The individual championships are now in Sultan on February 5-7.

Air Command look particularly strong this year, with most of last season's team still available. Portsmouth have lost two of their best players but still seem to have strength in depth.

Navy and WRNS badminton will be the poorer this year for the departure of PO

BADMINTON

Wren Kate Owen, who has left the Service to start a family.

Kate has been one of the outstanding WRNS players of recent years, winning the Navy ladies' doubles title on a number of occasions. In 1978, as captain, she led the WRNS to their first ever victory over both the WRAF and WRAC in the Inter-Service tournament.

The squad got in some serious practice against Hampshire on September 21, losing 11-5 to the county team.

A coaching week-end in H.M.S. Drake on November 15-16 is open to anyone interested in the sport.

GOALS GALORE IN CUP ACTION

SOCCER

be CTRM, Figgard (who have full badge FA coach and former professional Lieut. Chris Brady at the helm), and Drake, where POPT Ian Rees is leading Plymouth Command with success in the South-West Counties League.

In Scotland, Comacchio Coy are an unknown quantity, but their 8-2 drubbing of Revenge suggests they are a force to be reckoned with!

Details of first round (divisional) matches were: R.M. Poole 8, R.N.H. Haslar 7 (after extra time 5-5 and penalties); Collingwood 3, Hermes 2; Heron 5, Dryad 1; Pembroke 2, Mercury 1; Warrior 3, Lowestoft 5 (a.e.t.); Ambuscade 1, Raleigh 6; Ardent 0, Seahawk 6; R.N.H. Plymouth received a walkover; Dolphin 2, Daedalus 1; Leander 1, Drake 4.

Second round results were: Osprey received a walkover; Cardiff 3, Sultan 5; R.M. Poole 1, Collingwood 2; Centurion 1, Dolphin 5; Excellent 7, Courageous 0; R.M. Deal 2, Nelson 8; Heron 7, Lowestoft 1; Vernon 0, Pembroke 3; Swiftsure 2, Thunderer 1; Figgard 3, Thunderer 1; Raleigh 2, CTRM 6; Drake 2, Seahawk 1; Comacchio Coy 8, Revenge 2; Caledonia 7, Gannet 4.

Marathon men named

Eleven Royal Navy runners have been selected to compete in the U.S. Marine Corps marathon in Washington on November 2.

A Navy team won the Service trophy in the 1978 marathon, but finished third last year in spite of a magnificent run by Capt. Barry Heath, R.M. Heath was seventh home out of 7,000 starters, and the first Serviceman to finish.

The runners selected to fly to Washington on October 27 are Cpl. Neil Bowman, CPOPT Keith Cawley (who was 30th last year), Lieut.-Cdr. Brian Davies, CPO Eddie French, Capt. Barry Heath, veteran Cdr. John McDonough, Cpl. Dave Needham, Lieut. Alvin Rich, PO Frank Robertson, CPO Ed Shave and Medical Technician John Stephens.

Tennis umpires

The Lawn Tennis Umpires' Association of Great Britain is on the lookout for new umpires and linesmen, and Service personnel are particularly welcome. The LTUA help at about 150 tournaments each year, including Wimbledon, the Davis Cup and the Wightman Cup.

More details can be obtained from Lieut.-Cdr. B. L. J. Maddock, H.M.S. Centurion (telephone H.M.S. Centurion 2515 or Gosport 80362).

Rugby referees

A one-day Rugby Union referees' course is to be held in H.M.S. Temeraire on October 21, aimed at those with little or no refereeing experience. Applications for the course should be made in accordance with DCI(RN) 92/80 to the Hon. Secretary, R.N.R.U. Referees' Society, Cdr. R. M. Parker, c/o PNO, Vickers Shipbuilding Group Ltd., Barrow-in-Furness, Cumbria.

It is intended to hold a similar course in the Devonport area later this season.

CHOP CHOP

● Continued from Page One

On the accommodation front, new-build projects — sadly including recreational and community projects — are deferred, although major rolling commitments may continue.

On quarters "patches" the redecoration cycle may well slow down, depending on resources in different areas. Inside decoration, carried out by tenants in many places and with paint supplied, could well be in for a boost — provided they can get their hands on the paint. Whether any further "do it yourself" jobs inside are possible remains to be seen.

However, essential maintenance on quarters is to continue and there is no intention of lowering health and safety levels. Standards of estates, for example grass cutting, are under review.

SELF HELP

General "tightness" of money and restriction on staff recruitment could progressively have some effect on quarters community activities, but a little more self help — of which there is already much from willing hands — may be able to offset this.

But the picture is not all gloom, and one bright note is that the modernisation programme at Old Rowner, Gosport, involving a total of 800 properties and due to continue over the next few years, will go ahead.

EXPENDITURE

The general "reining in" of defence spending follows a period when expenditure has been greater so far this financial year than is usual in the first few months.

Firms have been making faster progress with defence orders and submitting their bills more promptly, the Government announced. Meanwhile, prices of equipment have moved ahead faster than expected.

Bulwark cuts a dash!



H.M.S. Bulwark ploughs up Channel during a full power trial before participating in Exercise Teamwork. Men and equipment from 40 Commando were embarked at Plymouth as well as additional aircraft. Five types of helicopter were on board when this picture was taken: Sea King 2s of 814 and 826 Squadron, Sea King 4 and Wessex 5s of 846 Squadron, Gazelles of No. 3 Commando Brigade (Dieppe Flight), and Eskimo Flight's Wasp.

NATO NAVY IS PUT TO TEAM TEST

Nearly 50 British ships were involved in the big Exercise Teamwork 80 which took part over large areas of the North Atlantic, English Channel, North Sea and Norwegian Sea in September.

It was designed to demonstrate and improve NATO's capability to protect amphibious forces and reinforcement and resupply shipping in maritime support to Europe in time of crisis or war.

In all, more than 60,000 personnel, 170 ships and 400 aircraft from nine NATO nations took part, and among the three major NATO commanders conducting the exercise was the Allied Commander in Chief Channel (Admiral Sir James Eberle).

British forces taking part included the commando carrier Bulwark; assault ship Intrepid; guided missile destroyers Norfolk, Newcastle and Bristol; five submarines, including the nuclear Fleet submarines Conqueror, Valiant and Spartan; eight frigates; 14 MCM vessels; and eight RFAs.

KEY PHASES

Key phases of the exercise included an amphibious assault by U.S., U.K. and Netherlands Marines in Norway, and the passage of military and merchant reinforcements and resupply shipping from North America across the Atlantic, and from the U.K., to northern European ports.

All faced simulated attacks from surface ships, submarines and aircraft and were protected by warships from many NATO countries.

The Standing Naval Forces Atlantic and Channel also participated.

Early October sees the NATO exercise Display Determination in the Mediterranean.

The ships will include the Royal Navy frigates Aurora and Argonaut, two RFAs and the Royal Yacht Britannia, which will form part of an exercise convoy.

The Britannia is also to be involved on Royal duties, with H.M.S. Apollo as guardship.

Search for Edinburgh gold is on

Moves are still under way to locate the sunken wartime cruiser H.M.S. Edinburgh and her cargo of gold, as first reported in last month's Navy News, but there is no hint that anyone has yet pinpointed her.

Several companies have shown interest, and two have been given permission to try to locate the ship in the Barents Sea but not to enter her. It is understood that some investigation has already taken place in the area.

The two companies which have been named are the Anglo-Dutch Risdon Beazley Marine Ltd and the Norwegian Stolt Neilson.

Meanwhile, the Edinburgh Survivors' and North Russia Association, meeting at Warrington in mid-September, decided to write to M.O.D. saying they were against any move which would disturb the grave of their old shipmates. About 40 attended the meeting and others, including

next-of-kin of those who died, sent messages.

M.O.D. is known to be deeply conscious of the sanctity of war graves, but the view is also taken that where it is impracticable to ensure that a wreck with valuable cargo will remain undisturbed, it might be better to consider permitting a salvage operation with contractual safeguards to keep disturbance to an absolute minimum.

£1½ MILLION

In any negotiations concerning the cargo the Department of Trade would be involved. The weight of the gold is now put at about 5½ metric tonnes, in 1942 worth about £1½ million. As Russian payment for arms, it was ultimately destined for the United States and, under the insurance arrangements which operated, it is now regarded as belonging two-thirds to Russia and a third to Britain.

Following the Navy News report in September, a number of the Edinburgh survivors contacted Navy News (see also letter on page 6), including Mr. J. N. Thwaite, of Wantage, Oxon.

ONE CASE

Of the sinking of the Edinburgh, in which he was a signalman, he says that after the initial torpedoing someone asked for volunteers to retrieve the gold from the hold where it had been stored, and one case was brought up on deck.

"However, the captain was upset when he found out what was going on and ordered the volunteers up on deck, the gold to be put back and the hatches shut. No further attempt was made to salvage any of the gold."

NO SIGN OF LONE ROWER

As Navy News went to press, lone oarsman PO Kenneth Kerr had not been heard from for nearly six weeks. But Coastguards have plotted his probable position as just 100 miles from the west coast of Ireland.

Shipping and aircraft in this area have been asked to keep a special watch for PO Kerr's tiny 13ft. glass fibre dinghy, Bass Conqueror.

Submariner Kerr, from H.M.S. Dolphin, set out at the end of May from Newfoundland to row the Atlantic in the smallest boat ever used for such an attempt.

Drugs man commended

A Flag Officer's commendation has gone to a leading regulator who made a drugs offence arrest, which was followed by the apprehension of 20 other ratings for drug abuse.

The ratings have now been disciplined following a two-month internal investigation. Two ratings with previous drugs convictions were sentenced to 90 days detention and dismissed the Service. Three leading hands were disgraced and they and the others involved were sentenced to detention periods ranging from 28-60 days.

Experimenting with so-called "soft" drugs had followed visits to Canada and the U.S. There was no question of the use of drugs while at work, it was stated.

'Ancient mariners' head for the sun



Two retired naval officers, both well into their seventies, were setting off from Plymouth on October 1 on a transatlantic voyage to the Caribbean in the 36ft. yacht Saecwen.

Capt. Colin McMullen (left) the skipper, and Vice-Admiral Sir William Crawford are life-long sailing friends, being founder-members of the Royal Naval Sailing Association and co-founders of the Whale Island Sailing Club when they did the long G course together half a century ago.

They plan to break the voyage at the Canaries, leaving there in early November and arriving at Barbados at the beginning of December. It is understood that the cruise in Saecwen — the Saxon word for Sea Queen — will be followed by further adventures afloat and that there is no immediate intention to swallow the anchor!

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